



messing about in BOATS

Special Features This Issue
"Ariel's World"
"18' Beach Cruiser Alaska"

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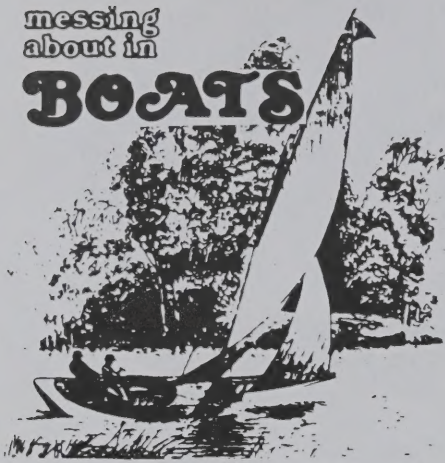
Volume 13 - Number 6

August 1, 1995



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Volume 13 - Number 6

August 1, 1995

Commentary...

This year is the 100th anniversary of Joshua Slocum's departure on the first solo round the world voyage (that was ever written up, anyway) and so it comes as no surprise that someone has decided to "relive" this historic voyage. Sort of. Today it is impossible to replicate such heroic adventures of discovery, because we seem to feel we must lug along our security blanket of modern technology. And does it ever cost!

Slocum went on his own without any "support" system, did the deed on his own, and eventually made it pay by lecturing. Today the money that seems to be viewed as necessary for just about any "good cause" has to come up front, and so we have a steady appearance onstage of individuals or organizations with great ideas who present them to us and immediately ask for money to pay for their dreams.

This year's Slocum dream trip is the concept of a midwestern educator, David Dunn, who has embellished the simple reliving of an adventure with educational overtones intended to use the "round the world chase" as a classroom student inspirational tool via satellite communications. Satellite communications? Indeed, Joshua. There's more.

It is perhaps unfortunate that I first heard from Dunn about his dream at the same meeting in Salem, Massachusetts, last winter at which the National Park Service announced its plans for a \$5 million "replica" of the 200' Salem merchant ship *Friendship*. As a sort of "second feature" to the breathtaking hypocrisy of the proposed Park Service fraud, Dunn was maybe tarred some by the same brush of unbelief in my mind.

Consider developments since.

There will be not one, not two, but three *Sprays*. One will go around the world following Slocum's course. This *Spray* will be 50' LOA, not 36' and has circumnavigated twice already. It will carry a crew of four with electronics and power for advanced communications systems. Are you listening, Joshua?

The second *Spray* is an honest replica built by one man with his own hands and raw materials from his own woodlot, Ed Davis of West Tremont, Maine. I know Ed personally, he taught the very first boat-building course I took back in 1977 in an old barn in West Tremont. Ed is the real thing, a builder, sailor, artist and self-employed contract skipper and surveyor. He adds credibility to the dream. The purpose of his *Spray* was its immediate availability to lend substance to the concept. Rent a *Spray*, sort of.

The third *Spray* is an unfinished bare hull I first saw in 1976 in the local boatyard where I bought my first sailboat. It was already a failed dream then and has moved around the north shore since, still a hull, until discovered by Dunn. This one will be a "land based component" of the whole scheme, to be finished off by a student apprentice program using traditional methods and tools.

The "Chasing Joshua..." aspect involves, as I understand it, the round the world queen-sized *Spray* meeting one or the other of the other two in the south

Atlantic as the circumnavigation enters its final leg, thus having today's *Spray* "catch" Joshua himself, represented by the other. Still listening, Joshua?

Well, let's go on. Plans announced last winter were that the *Spray* would actually depart Boston April 23rd, the anniversary of Slocum's departure. Like only a couple of months away! A centennial celebration at the Constitution Museum in Charlestown was scheduled for the 22nd at which Ed Davis, known in the promotional literature as Captain Edwin Marshall Davis, would give an illustrated lecture on building his replica. Ed is a true Slocum student and knows his stuff.

I hadn't seen Ed for several years so I contacted the organizers of the affair about attending Ed's lecture to cover it for subsequent publication. I was informed I'd have to buy the \$50 dinner ticket. I was interested in the news, not the dinner so I didn't go.

On the 23rd, Ed sailed off in his *Spray* on what had now become a "ceremonial" departure. He sailed home to Maine, by way of Gloucester as did Slocum, to await further developments. I saw him at the Wooden Boat Show in Southwest Harbor in mid-July and he was still awaiting developments. He was on that weekend off to Boston by land to act as a judge at the Antique & Classic Boat Show at Constitution Marina in Charlestown. Here's Joshua!

It now appears that the circumnavigation will get underway next year, according to most recent press releases. It takes time to raise money for dreams. The soliciting goes on. And on.

Golly, I am sounding like a real crank about these efforts in our times to "relive" the truly original and inspiring efforts of the past. It's not just nautical, it's in everything. Lacking any really credible worlds to "conquer", today's would-be adventurers concoct elaborate and artificial concepts to tackle in pursuit of fame and fortune. And they all want the fortune up front. From those of us who can be persuaded of the worth of the dreams espoused. I'm not persuaded. A real crank.

Our Next Issue...

Will be mostly about boat shows, for we have just looked in on the Small Boatbuilders' Show at the Lake Champlain Maritime Museum in Basin Harbor, Vermont, and spent three days at the Wooden Boat Show in Southwest Harbor, Maine. Whatever else makes it into the August 15th issue remains to be seen when I'm through with my comments and photo coverage of these occasions, each in its own way offering a lot of interest for small boat folks.

On the Cover...

Canadian designer Donald Kurylko brings us a comprehensive discussion of his '18' Beach Cruiser 'Alaska' in this issue, and the cover photo illustrates for us what he means by "beach" in the Pacific northwest. Pretty spectacular area, and so is his boat.

YOUR SUBSCRIPTION EXPIRES WITH THE NEXT ISSUE

Yes, in about TWO WEEKS we'll be mailing out your last issue on your current subscription. We haven't sent you any of those irritating form letters urging you to renew way ahead of your due date time, instead we are alerting you with this issue that there's only one more to go.

If you have enjoyed reading this magazine over the past year and do wish to continue receiving it, renewing now with this notice not only keeps it coming without interruption, but also helps us to keep it coming. *Messing About in Boats* is reader/subscriber supported, it's not an advertising medium, so your continued support is vital to us.

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Contributed by Tom Shaw

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Survival

Three young men set out for an evening's fishing off Wrightsville Beach, N.C. on a warm May evening. They expected to be home before dark, about 8:00 PM. The storm hit at 6:55!

They were all experienced boaters. They tried to outrun the storm but when they were overtaken by a waterspout some ten miles offshore their 17' outboard was flipped over and they were thrown into the water. Because they had filed a float plan, the search effort began about 9 in the evening. They were found at 3:22 the following afternoon, amazingly in good condition.

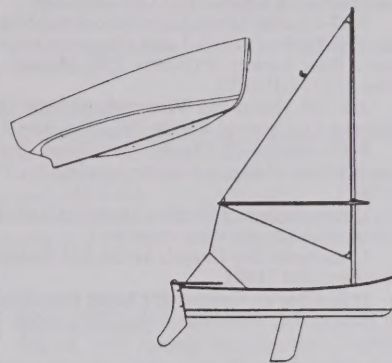
These three fortunate people did some things right. At the first sign of the storm, they put on PFD's. When their boat was overturned they stayed with the barely floating hull, lashing themselves to a bow rail with a stray piece of line that floated free and they stayed together, "huddling" against hypothermia. They were well aware that even an overturned and awash hull is easier to spot than a human head in the water. Above all, they kept calm. It saved their lives.

What did they not do that might have shortened their ordeal? They did not have any kind of survival gear attached to their PFDs or on a "survival belt". Several times during the night, and at intervals during the following day they could both hear and see rescue vessels but the rescue crews did not see them. Had they had a mirror, a flare or a dye marker, they would have been picked up hours earlier. What finally brought them help was the reflection of bright sunlight on the overturned hull that was spotted by a civilian aircraft. The plane circled above them and homed the Coast Guard utility vessel to their position.

Even after more than seventeen hours in the water, these boaters survived partly, one suspects, because they were young and in good physical condition, but mostly because of their steadfast refusal to panic, their determination to live, and their good sense to stay with their boat.

They are undaunted and they will fish again, but next time their PFD's will be fitted with survival gear.

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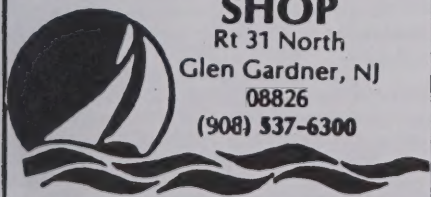
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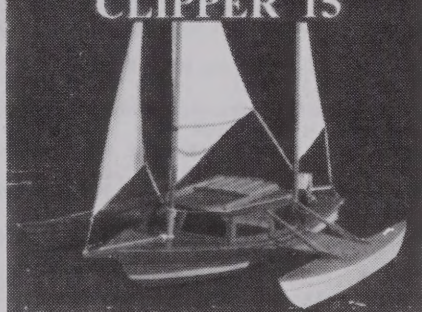
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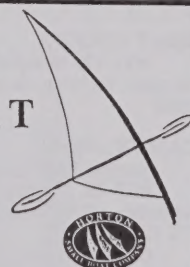
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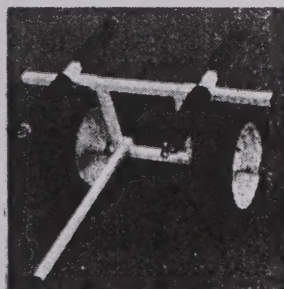
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ANTIQUE & CLASSIC BOATING

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8/3-6. 31st Annual Antique Boat Show, Antique Boat Museum, Clayton, NY, (315) 686-4104.

8/12-13. 20th Annual Lake Minnetonka Rendezvous, Bob Speltz Land-O-Lakes Chapter, Antique & Classic Boat Society, P.O. Box 253, Mound, MN 55364. (612) 470-7851.

8/17-20. Traditional Watercraft & Model Show, Old Boats, Old Friends, Racine, WI, (414) 634-2351.

8/19. Antique & Classic Boat Show, Hudson River Maritime Museum, Rondout Landing, NY, (914) 338-0071.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

BOATBUILDING

Organizations Offering Ongoing Activities

(Call or write for course schedules):

Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.

Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.

Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.

Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.

Lowell's Boat Shop, 459 Main St., Amesbury, MA 01913, (508) 388-0162.

Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.

South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.

Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOAT SHOWS

9/14-17. Newport International Boat Show, Newport Yachting Center, Newport, RI, (401) 846-1600.

CANOEING

Special Events:

8/25-28. 5 Meter & ACA Class Sailing Canoe Nationals, ACA Canoe Sailing, Bridgeton, ME, (603) 772-2306.

Organizations Offering Ongoing Activities

(Call or write for event schedules):

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

Connecticut Canoe Racing Association, c/o Paula Thiel, 53 Ross Rd., Preston, CT 06365. (203) 889-9893.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

New England Downriver Championship Series. (203) 871-8362.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, c/o Alexandra Harbold, 2111 Wisconsin Ave. NW #315, Washington, DC 20007.

Instruction:

Baer's River Workshop, 222 S. Water St., Providence, RI 02903. (401) 453-1633.

Country Canoeists, 5 School St., Dunbarton, NH 03045. (603) 774-7888.

CONTEMPORARY YACHTING

Special Events:

8/4-6. Buzzards Bay Regatta, New Bedford Y.C., (508) 997-0762.

8/16-17. Sail Newport Regatta for the Blind, Sail Newport, Newport, RI, (401) 846-1983.

8/21-23. Shake-A-Leg ITT Hartford National Racing Series, Shake-A-Leg, Newport, RI, (401) 849-8898.

Happenings '95

The 1st issue of each month carries the updated list for that month and the succeeding one, with occasional advanced listings of events requiring long term planning to participate in. We can list only those events and organizations that we hear from.

If you need to know more about any of these activities and events contact the listed organizations appropriate to your interest for full calendars.

8/25-27. Sail Newport Cruising Regatta, Sail Newport, Newport, RI, (401) 846-1983.

8/26-27. Unlimited Regatta, Museum of Yachting, Ft. Adams Park, Newport, RI, (401) 847-1018.

9/8-15. Women's International Keelboat Regatta, Ida Lewis Y.C., (401) 846-1969.

9/15-17. Fleet 8 E/22 Fall Regatta, Sail Newport, (401) 846-1983.

9/16. Hospice Regatta '95, Hospice Care of RI, (401) 727-7070.

9/30-10/1. Manhasset Bay Challenge Cup, N.Y. Y.C., (401) 846-1000.

Organizations Offering Ongoing Activities

(Call or write for event schedules):

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

MARITIME EDUCATION

Organizations Offering Ongoing Activities

(Call or write for curriculum information):

Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.

Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

Special Events:

8-15. America's Finest City Week, San Diego Maritime Museum, San Diego, CA, (619) 234-9153.

8/19-20. 4th Annual Antique Marine Engine Exposition, Mystic Seaport Museum, Mystic, CT, (203) 572-5315.

Until 9/17. Luders Exhibit, Stamford Historical Society, 1508 High Ridge Rd., Stamford, CT 06903-4107. (203) 329-1183.

Maritime Museums Offering Ongoing Exhibits & Programs (Call or write for activities schedules):

Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.

Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.

Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.

Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.

Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.

Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd., Philadelphia, PA 19106-1415. (215) 925-5439.

Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Long Island Maritime Museum, W. Sayville, NY. (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

Maine Watercraft Museum, 4 Knox St. Land-ing, Thomaston, ME 04861. (800) 923-0444.

Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.

Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.

Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.

Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.

MODEL BOATING

Special Events:

8/5-6. Annual Ship & Boat Model Festival, South Street Seaport Museum, New York, NY, (212) 748-8600.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 76 Woodbine Ave., Concord, NH 03301. (603) 224-4586.

ONE DESIGN SAILING

Special Events

8/11-13. Leo J. Telesmanick Championship, N.E. Beetle Cat Association, Chatham, MA. (508) 432-0549.

Organizations Offering Ongoing Activities

(Call or write for event schedules):

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.

New England Beetle Cat Association, c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670. (508) 394-3908.

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

ROWING

Special Events:

9/10. Riverfest Raceboat Regatta, Amoskeag Rowing Club, Manchester, NH, (603) 668-2130.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridge-water, MA 02333. (508) 378-2301.

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Riverfront Recapture, 1 Hartford Sq. W. Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

Organizations Offering Ongoing Courses

(Call or write for course schedules):

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

SEA KAYAKING INFORMATION

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention.

SMALL BOAT MESSABOUTS

Special Events

8/9-13. Giant Five-Day Messabout, SCSBMS, San Diego, CA. (619) 569-5277.

8/19. Blake Island Camp Cruise, Washington Small Boat Messabout Society, (206) 334-4878.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Southern California Small Boat Messabout Society, c/o Annie Kolls, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

Special Events

8/12-20. International Steamboat Muster, Blackstone Valley Tourism Council, Cumberland, RI, (401) 334-7773.

TRADITIONAL SMALL CRAFT

Special Events:

8/18-20. 4th Annual Small Boat Regatta, Museum of Yachting, Newport, RI, (401) 847-1018.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, c/o John Stratton, Box 281, Old Lyme, CT 06371. (203) 434-2534.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Sacramento TSCA, c/o Russ Kanz, 5232 U St., Sacramento, CA 95817. (916) 736-0650.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, c/o Kevin Brennan, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Special Events

8/4-6. Mayor's Cup Schooner Race, Wooden Boat Foundation, Port Townsend, WA, (206) 385-3628.

8/6. Eggmoggin Reach Regatta, Wooden Boat Classic Regatta Series, Brooklin, ME, (207) 359-4651.

8/12-13. Marblehead Friendship Sloop Rendezvous & Regatta, Corinthina Y.C., Marblehead, MA, (617) 631-6680.

8/17-19. 13th Annual Great Lakes Wooden Sailboat Rendezvous & Regatta, Great Lakes Wooden Sailboat Society, Sandusky, OH, (216) 871-8194.

8/21. Opera House Cup, Wooden Boat Classic Regatta Series, Nantucket, MA, (508) 228-2121.

9/1-3. 16th Annual Classic Yacht Regatta, Museum of Yachting, Newport, RI, (401) 847-1018.

9/17. Governor's Cup, Essex, CT, (203) 767-0153.

9/24. Mayor's Cup, New York, NY, (212) 669-9400.

9/30-10/2. Race Rock Regatta, Stonington, CT, (800) 959-3047.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Organizations Offering Ongoing Activities

(Call or write for activities information):

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Organizations Offering Ongoing Activities

(Call or write for activities information):

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Special events:

9/8-10. 19th Annual Wooden Boat Festival, Wooden Boat Foundation, Port Townsend, WA, (360) 385-3628.

Organizations Offering Ongoing Activities

(Call or write for activities information):

Association of Wooden Boatbuilders, c/o Walter Gotham, 7811 NE 88th St., Vancouver, WA 98662.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

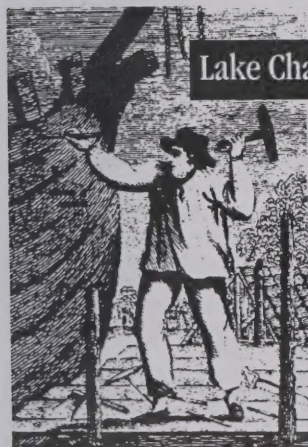
Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

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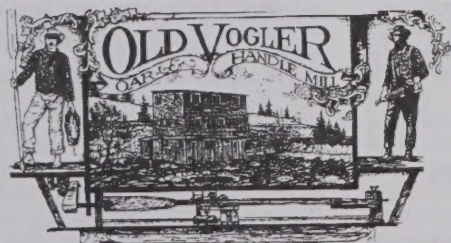
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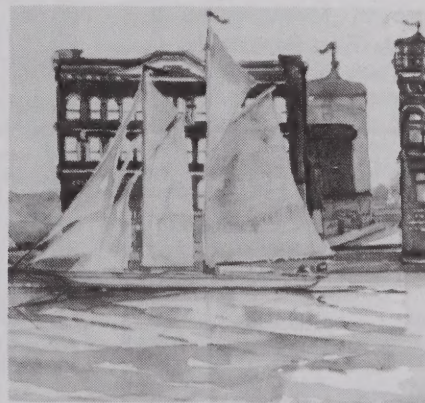
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Your Commentary

Star Island Hospitality

The writer of the "Trophy Trip in a Stonehorse" feature in the July 1st issue sums up his opinions of his reception at Star Island in the Isles of Shoals off Portsmouth, New Hampshire, by calling that little oasis a "hostile port". He commented that "we were really annoyed" about an "officious little snippet who told us we were welcome to come ashore if we abided by a list of rules." These rules were later the cause of his spending a few hours "muttering and cursing and wishing damnation on Congregationalists, Unitarians, officious college students, and anybody and everybody associated with that god-forsaken island."

Star Island has been owned for many years by the Unitarian/Universalists and is, as he recognized, private property managed for the benefit of church members. Voyagers may land and enjoy the island if they abide by the island's regulations, a privilege not often extended by owners of private islands. He did get ashore, he did get to roam about and he did get to use its facilities.

Would the writer extend this sort of access to tourists passing by his own property, allowing them to roam his gardens and use his toilet facilities? Were he so especially nice a guy, would he not perhaps find he'd have to hire a college student to inform his "guests" of rules and regulations he had to develop to limit abuse of his hospitality? Would he find perhaps ultimately that he'd have to post "No Admission" signs and have a special policeman on duty to keep people away should he tire of the intrusions?

Is that what he would desire for Star Island? I invite him to review these options for that island's owners and recognize the consideration that is offered by them to voyagers like himself.

Hugh Ware, Manchester, MA.

Written As a Cautionary Tale

I believe Boyd Mefford missed the point of my article "The First Voyage on the *Southwind*" published in the May 1st issue, judging from his comments on this page "Messing Up in Boats" in the June 15th issue. It was written to caution others to not make the mistakes that I did. It was not written to be boastful of taking risks and surviving. It was intended as a warning to others who might consider venturing forth in an unknown vessel even for a single voyage.

The incident happened about eleven years ago, I was in my mid-twenties and pursuing my dream of making a living working on the water. I was more adventuresome than I now am but not foolish. I had more than 2,000 hours of time on the water then as skipper of many different boats. I had left a float plan and was familiar with the area. All the USCG required safety gear was onboard.

I maintain that surveys are rarely performed on this type of workboat. It would have had to been taken out of the water for a survey, which would have meant moving it to a place with facilities to do this, which was what I was doing when it almost sank. My mistake was in not checking the boat out more thoroughly, perhaps a short trip with the prior owner would have revealed some of the problems.

Walt Chandler, Onley, VA.

That Friendship Project

As a student in a Naval Architecture program, I have been following progress on the National Park Service's \$5 million, 200' "replica" merchant sailing vessel *Friendship* intended for exhibit at their Salem Maritime Historic Site in Salem, Massachusetts. You discussed this in your "Commentary" column in an issue earlier this year, expressing some dismay as to aspects of its "authenticity" and budget.

Now the plans have been put out for bid for construction of the vessel. Looking at the construction details is most discouraging. There are so many steps involved with construction of so large a hull with three layers of cold molding plus three layers of outside facade plus an inside facade over all the non-authentic structure, it must be going to require 300,000 man hours of labor to build!

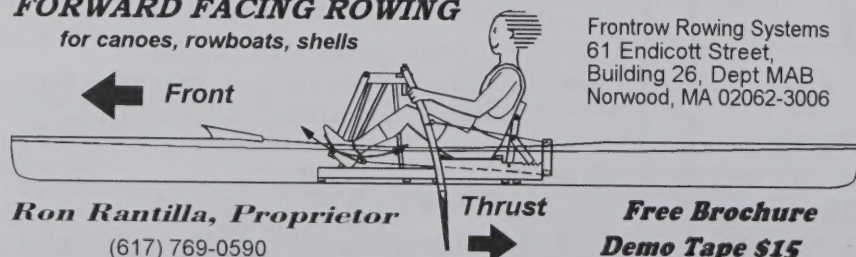
There has to be an easier and less costly way. The *Pride of Baltimore II* meets a certain level of Coast Guard certification and travels all over the world as a goodwill ambassador and fine example of traditional boatbuilding modified to meet modern safety standards. Water tight bulkheads can be built into a traditional hull, if this is a certification issue. The fishing schooners had water tight fish holds belowdecks and the crews sleeping next to them did not get wet. If the *Friendship* needs a little extra beam to make her stiffer, if stability calculations are a certification issue, it seems a much less costly compromise than giving up all aspects of traditional construction and building at so huge a cost as this!

Perhaps the impending huge cuts in funding for this sort of project may render all of this moot and it won't even happen at all.

Tom Doane, Ipswich, MA.

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BOOK REVIEW

Buehler's Backyard Boatbuilding

By George Buehler
International Marine Publishing
Paperback, 320 pp., 150 illus., \$24.95
Review by Ira Goldstein

I first ran across an ad for George Buehler's design catalogue around five years ago. I'm not sure exactly what drew me in, but knowing his designs as I do now, I'm sure it had to be the sheer line of the boat he used in his advertisement. Buehler's sheer lines are the prettiest in the business, and the saltiest.

I love a prominent sheerline, a sweeping sheerline. One like you see in the dory, and if you're familiar with the breed, the old novi style lobsterboats. Buehler doesn't go quite to that extreme, but the sheerlines on the vast majority of the boats he designs can't help but evoke a feeling that yes, this is a real boat, a solid boat, a man's boat!

I sent for the design catalogue and was enthralled. Not only are his designs impressive, but he has a very similar theory of life to my own. Now, I don't think many people buy boat design catalogues or books in order to be philosophically confirmed, but it's a nice bonus, and made the reading all the more enjoyable. Perhaps a bit of explanation is in order. I'm the type of person that does as much as he can for himself. I'm always amazed at the fact that more people aren't willing to at least try to do something on their own. It's very easy to pay to have something done for us, and in many cases we have to, but we should all make more of an effort to do for ourselves. Buehler's preface talks of just this:

"Things is so damned serious anymore! Back even 20 years ago it was common to see folks out doing things, or at least trying to do things. Now too many folks just sit home and watch the boob.

Somewhere our culture seems to have lost the spark of creative energy that created it. I was thinking recently that I can't remember the last tree house I've seen. Why don't high school kids build "rods" anymore? And why do so many people stand around with their mouths open, afraid to try anything unless they first take a socially accepted class to tell them how?"

Perhaps the best thing about Buehler's approach is that he not only makes you feel like you should go out and build your own boat, but that you can go out and build your own boat. I have a pretty fair size collection of boat building books, and only a couple give you that type of confidence.

One of the aspects of his construction philosophy that is very different compared to most, is that he is a proponent of using standard lumber yard materials for the construction. One of the things that kept me from building boats 20 years ago was the fact that every material list I'd go over would list quite a few exotic materials, exotic in price if not in fact. Buehler talks about standard fir 2"x 6" frames, the same for planking, plywood in standard size

sheets, roofing tar to "cold mold" layers of plywood in his larger designs, galvanized rigging on his sailboats, all things that don't scare me from reading beyond that list of materials.

His philosophy is that it's better to build any boat out of less expensive materials, than it is to build no boat out of the best materials. And this is not to say that his boats aren't safe; 1-1/2" planking over 5-1/2" frames is certainly no compromise in terms of strength. As Buehler points out, your talking 7" of hull thickness every 12"!

His preferred boat building method for the backyard builder is standard carvel hull construction. Buehler loves wood, and as he points out, "regular plank on frame construction has been with us since Noah nailed up the ark."

He doesn't turn his nose up at plywood, noting that plywood is stronger for its weight than steel. Most of his designs, and all of the designs in this book, can be constructed from plywood, since they're chine hulls with fully developable surfaces that plywood will bend around. Far from being ugly examples of the boat designer's art, as some chine designs are, Buehler's designs keep the chines below the waterline and couldn't be more graceful. He doesn't feel chines reduce performance, and figures that since they're easier to construct they should be used.

The book covers everything from lofting (which he explains extremely well in six pages, believe it or not), to the "mechanical stuff", as he puts it, and of course, fitting out.

His views on interior layouts make so much sense I don't know why we don't see more layouts like his. They're roomy, non-cluttered, and functional. He doesn't try to squeeze sleeping arrangements for eight people into a thirty foot boat like so many designers do. He provides for real counter space, large tables, elbow room, and plenty of storage. Some might call his arrangements spare, but if one plans to spend more than an occasional night onboard, they make the most sense.

Most boatowners don't have four couples onboard for even a weekend (more than once, anyway!), and so he designs his boats for the practicality of as much room for two people as he can squeeze in, with provision made for occasional overnight guests in the form of settees (Buehler would probably hate that word) that convert to extra sleeping space on the few occasions they're needed.

His ideas on rigging border on the revolutionary. If you need a mast, you: 1) Chop down a tree; 2) Remove its branches and bark; 3) Plane it; and 4) Seal it. Voila, a mast.

As to ballast, he recommends simple scrap iron and concrete, which is not as dense as lead, but a hell of a lot cheaper! It makes so much sense, you wonder where he comes up with these ideas, until you remember what he took pains to point out at the beginning of the book. In talking about these down and dirty methods he states:

"There's nothing particularly original in this other than the way it's presented. Although I did my best to lighten up what has all too often been treated as a heavy subject, so to speak, this stuff is all tried

and true, and boats have been built as this book describes since well before I was born. I didn't make it up, in other words."

He uses heavy, inexpensive galvanized wire for rigging, heavy inexpensive turnbuckles, and looks out for the builder's buck wherever he can.

The seven designs you can build directly from the book range in size from the 28' "Hager" to the 55' "A.W. Haldemann". Two are powerboats, the others sail. I've got my sights set on "Juno", a 36' sailboat that Buehler shows in his smaller design catalogue with a pilothouse. The version in the book is with a traditional deckhouse. I've always wanted a salty motor sailer and she certainly fits the bill nicely.

The 30' "Julian Adderly" is what Buehler describes as a basic boat, the type no one produces anymore commercially. As he puts it, "Nowadays it seems all the boats come from the factory so pipped out it would kill a guy to actually cut a little bait on the side deck, or drag a fish over the stern." It's a displacement hull powerboat with plenty of cabin and deck room. As to power requirements, they're low because as Buehler states, "...this hull wouldn't plane with a PT boat engine". He recommends a 30-50hp diesel, but further adds, "a junkyard sixbanger will serve." Ya gotta love his philosophy!

The other five designs are just as interesting, and best of all, can be built using just this book as a guide. You really need no other. Buehler does have an appendix of "suggested reading" at the end of the book, which includes *Boatbuilding* by Chappelle, *How to Build a Wooden Boat* by Bud McIntosh, and *Boatbuilding in Your Own Backyard* by Sam Rabl.

I'm very familiar with all three, and have enjoyed all three and consider them amongst the holiest of boatbuilding books. But if I had to pick one book to build a boat with, not just dream of building a boat with, it would be Buehler's.

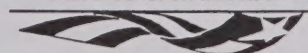
In the preface, Bueller sums it all up:

"Using the techniques described in this book, large boats can be built in practically anyone's backyard, as long as he has the cajones to just try. Damn, but I like to see folks doing stuff! I like seeing guys hop up cars or kids build treehouses, and the rare sight of a half built boat next to a house in a WASP neighborhood makes me feel positively good!

So, Mose, you're wrong. A brave, young-in-spirit, man or woman, be they 16 or 90, is worth plenty in the world these days! It's just that most don't know it. If you want to build a boat and sail off to join the Happy Campers of Pogo Pogo, or wherever, there's only one thing stopping you. Here's how you can build the boat. The rest is up to you.

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Ariel's World

By Susan Peterson

Before I could set off exploring Lake Ontario with my new little ship, there were a number of things that needed doing. The doing of these things forced me to explore my own persistence and capacities for acquiring new knowledge, too. For one thing, I soon learned, like many before and since, that it isn't the initial cost of the boat, it's all that nickle and dime (or five and ten dollar) stuff you have to add to her in order to go adventuring.

There were anchors and rodees to be bought, a cushion for my bed, a stove, dock lines, flares, life jackets, anchor lights, and a host of other minor things ranging from a boat hook to a set of cheap socket wrenches for attacking the engine and a book for mechanical idiots on maintenance of same. My new cruiser had come equipped with a small compass, a barometer that didn't work, two jibs, a main and the all important porta potty. That was pretty much it as far "as extras". And there was of course, the so called auxiliary.

The first priority, even before we could depart the dock much less cruise, was getting on speaking terms with the aforementioned motor, a vintage gas fueled two cylinder Universal Blue Jacket Twin (AFTL). I was then, and still am, a mechanical ignoramus of the highest order and, not surprisingly, the motor and I didn't get off to a great start. The very first time I shoved off from the dock with my "new" boat, I managed to wrap a wad of weeds on her prop. I had finally figured that one out, only to have the motor stall a short time later. That was the first of several such stumbles.

Ariel had evidently been laid up for quite a spell before I bought her, and it may well have been this time of extended dormancy that was the cause of some of our initial engineering woes. Even before her launch, the broker who handled her sale undertook to set several mechanical disorders right. Among them was the free up of a stuck valve and the brazing of a cracked cast iron intake manifold.

Once afloat the old motor continued to display decided reluctance about returning to duty. (I have since read that a year of lay up is as hard on a wooden boat as five years of service. This may well be true, for

each season since that first one, the motor has been far easier to revive.)

At first *Ariel's* engine refused to idle. It either revved at such high rpm that the whole hull and rigging vibrated in sympathy with its pounding pistons or it stalled. Eventually with the aid of some more mechanically experienced boaters than I, the problem was traced to crud in the gas line and tank. The solutions were either a fine new expensive stainless steel gas tank or a two dollar in-line filter from Western Auto to catch all the goodies upstream of the carburetor. I opted for the two dollar solution but that in turn brought to light another shortcoming of the boat's engineering.

Ariel's motor was expected to operate on the same principal as the 1925 Model T truck of my hobby farm childhood, by gravity feed of fuel to the carburetor. Like the old one ton truck, that system worked great with a full tank and calm water. What, after all, could be more simple and reliable than gravity? Only problem was the fuel tank of my little vessel was located about three inches higher than the carburetor. And when it was less than half full, there just wasn't enough "head" to push gas through the new filter I had installed.

Not only that, but when the boat sailed on the port tack or rolled, the carburetor was elevated above the tank and gravity definitely doesn't work in reverse. Model T's could and did back up the hills when the fuel in the tank under the driver's seat got too low, but alas, *Ariel* didn't have that option. So it seemed another modification was in order.

Short term the solution was top up the tank. The next spring a small electric fuel pump was added to the system. This assured a sufficient fuel supply to the motor in the roughest weather, and made possible a tactic I call motor sailing.

Certainly not unique to *Ariel*, it's a practise whereby a skipper wishing to get to windward with a sailboat that is a bit less than wonderfully weatherly drops his jib, straps in the main and turns on the engine. He then takes a series of "tacks" perhaps 15 or 20 degrees off the wind, angling into the waves rather than smashing

forward straight on. For low powered little cruisers like *Ariel* the combined push of the motor and main allows some wet uncomfortable windward progress even against considerable wind and chop.

There is one hazard though, you don't dare heel too much lest the lube oil supply to the motor's oil pump be cut off. I once spoke with the skipper of a sizeable fiberglass boat who managed to melt down his auxiliary by heeling too far under main and motor. She froze up solid on him some miles off Kingston.

At the time I viewed *Ariel's* uncooperative old engine with irritation, mistrust and occasional loathing as it forced me to explore and extend my meager analytical abilities and my extremely limited problem solving skills. I didn't understand the old cuss and I didn't like depending on it. But like it or not we were in a situation of mutual need. It needed me to keep the boat afloat, and I needed it to do the same by keeping her out of trouble and away from rocks when under way.

During our first two seasons together I viewed the Blue Jacket Twin with hostility and skepticism. I dreamed of a nice new little diesel and nodded in docile agreement when other knowing boaters shook their heads over the idea of inboard gasoline power. "You oughta have a diesel, much safer", they said, ignoring the fact that *Ariel* at that time had somehow managed to survive for 35 years without blowing up. I agreed whole heartedly, but since a new diesel cost approximately twice what I'd paid for the whole works, boat motor and trailer, it seemed like sort of dubious economics to install one.

My first summer with the motor went along okay, although a few problems cropped up. On one occasion while day sailing, a mountainous purple and grey thunderhead threatened our peace of mind. I figured best get to port, took down the sails and turned the key. Clunk. Uh oh, I thought, stuck starter Bendix gear. With an anxious look at the ominous black cloud now cloaking the entire northwestern quadrant, I hopped below, seized the silly looking little four inch crank that had somehow managed to not get separated from the boat in three and a half decades of

use, and gave her a twist.

The Twin sprang to life immediately and pushed us into port. A squirt of penetrating oil took care of the stuck Bendix gear problem. Then a few months later the engine really won me over, converting me from wary neutral to outright supporter. We had spent a windy night in a rock lined cove with dubious holding in behind Simco Island just off Kingston. Tired and anxious to get home, I set out to cross the lake to Oswego the next day with a brisk west wind.

At first we had a fine sail with five foot waves on our beam. But as the day went on and the sun went down, the waves and wind dropped. By late afternoon we were rolling and slatting on a three foot oily swell with Oswego still eight miles away. I reached for the key gave it a twist, and the starter kicked the old engine into life. She chuggity chugged for about forty five minutes, then stuttered and died with an apologetic wheeze.

"That's odd," I thought. I ran through my limited repertoire of mechanical diagnostics, a process that took about two seconds. One of them was check the gas supply. A half inch of wetness on the end of the dip stick told the tale, out of gas.

I was tired. I'd spent a nearly sleepless night in that anchorage after a bad day that had seen me kedging old *Ariel* off the shore after the weedy holding had clogged the anchor and seen us drag ashore. Now I gazed at the twin stacks of Oswego's nearby electric generating station with longing and despair as *Ariel* flopped and wallowed in the swell. At this rate, it would take a week to get there.

During my extensive diagnostic process, I had removed the lid of the engine box. I now gazed down at the familiar square chunk of cast iron with its two spark plugs, well known brass carburetor I'd dissected more times than I care to recall, its big flywheel guard casting emblazoned with "Universal Motor Co., Oshkosh, WI". I thought about an old tractor of my childhood hobby farm memories. It, too, had come from Wisconsin. And I remembered it wore a decal on its engine block that said something like start on gasoline only. Then the old Case C was expected to operate on cheaper kerosene fuel.

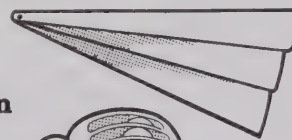
"This thing's got low compression and low rpm. Maybe it'll run on kerosene too". I hauled out my gallon of anchor light fuel and dumped it into the tank. Then thinking to boost the octane a bit

and make it perhaps more palatable to the motor, I added a dollop of stove alcohol and then tried the starter key. The still warm Twin immediately fired up and cheerfully ran for forty five minutes pushing us into the fuel dock at Oswego just before closing. She never missed a beat on that unlikely stew of gas, kero and ethanol. I filled up with regular and we chugged on, finally reaching an anchorage west of Oswego in the wee hours of the morning.

That night as I tumbled into the bunk I was a Twin convert. From that day on I ceased to covet a new diesel. The rhythmic chuggity click of the old Universal's loose tappets and the putter splub of its galvanized waterpipe exhaust was music to my ears. No longer did I view it with mistrust and entertain thoughts of converting it to a mooring. Most of my problem with it, I realized, had resulted from a combination

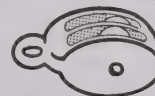
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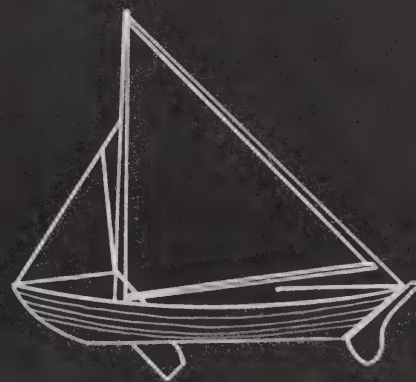
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of pre-sale layup of the boat and my own inept mechanical ministrations. But give half a chance the old thing did its job. It shoved *Ariel* along and kept us all out of trouble.

Even as I slowly came to appreciate her motor's good qualities, I also learned in our first couple seasons of both the virtues and limitations of my little cruiser. Not surprisingly I found my full keel boat, whose hefty displacement of 4500 pounds pushed along by a modest working sail plan of only 210 square feet, was just a mite less spritely than my lively little Lightning daysailer had been.

Particularly in going to windward *Ariel* just plain didn't do well at all. Shallow of draft and plump of beam she made leeway as well as headway, a fact made brutally obvious on my first cruise when I ventured up the St. Lawrence river. With the wind aft of the beam old *Ariel* romped along as happy as could be, her long keel and well balanced sail plan making for an easy steering and a mannerly helm. But when it came time to head west, our progress against both wind and river current was, to put it mildly and charitably, discouraging.

Back and forth across the river we plodded, making a miserly few hundred yard to windward each tack. Our net westward progress appeared to be approximately one mile an hour. To make things worse *Ariel* pointed up about as well as

your average seventeenth century square rigger. Helped by the inexorable unceasing current she slid sideways, too. Finally after looking at the same barn roof for three tacks, I fired up the Twin and started motor sailing.

It was hard to be patient with my boat that day as I watched several sleek fiberglass yachts effortlessly overtake us and sweep by under sail. My Lightning had been able to stay with thirty footers during those cruising days on the Chesapeake. *Ariel* decidedly could not. Sailing a pokey boat and being passed all the time came hard to a former Lightning cruiser/racer.

It took a few years for me to learn to tolerate *Ariel's* pokey progress to windward. In subsequent seasons, I noticed many a thirty footer also opted to motor to windward in the St. Lawrence. And I discovered that frequently the skippers of far larger and more weatherly cruisers than *Ariel* often avoided going any distance upwind unless absolutely necessary. Admittedly *Ariel's* progress when beating was just plain awful. But as with the motor, I came to appreciate her virtues and forgive the shortcomings.

It happened on a cold gray October day, time to haul out. I had to sail down to Sodus Bay for winter storage. The sky was lowering and grey with occasional rain showers spattering down. We set out from Pultneyville with a chill north wind and with reefed main and smallest jib. Once out I began wishing fervently that I was in. It was cold, dark, and rough. *Ariel* lifted to five and six foot steel grey rollers as she ran east at six plus knots.

Off Fairbanks Point two particularly steep and belligerent waves, probably feeling the bottom a bit, assaulted us. One managed to get about a pint of water inside my foul weather gear and down my neck. It is amazing what a cup full of water if strategically placed can do to one's morale. Already cold I got a whole lot colder.

Unheeding of the snarling white caps and the deserted autumn waters, *Ariel* hurried on, rising to the big ones, and displaying her usual serene disposition and easy going helm. For the first time I began to see the plus side of her plump hull. "Fat

boats stay on top of the waves," I thought as I watched her vault like a steeple chaser over a steep wall of grey water. She rode high and dry, like a big fat puddle duck, her flared sides and ample bows giving enough reserve buoyancy to get up over the steepest waves. Spray came aboard but no solid water touched us.

I had worried about the vulnerable open cockpit with its less than waterproof engine box cover. I still worry about it, but on that day I also saw how stiff and buoyant that old hull form was. "Pretty good sea boat," I thought then and still think today. I thought, too, of the long dead designer who had fashioned that hull's lines with an eye to the sort of farmers and inland magazine readers, novice sailors, who would build these little V-bottoms in Kansas and Manitoba.

I think Bill Crosby wanted that hull to keep them out of trouble and take care of them when things got a little hairy and the beginner sailor misjudged the water and his own abilities. I think Crosby knew how important it might be for those hulls to teach their builder-owners about rough water boat handling.

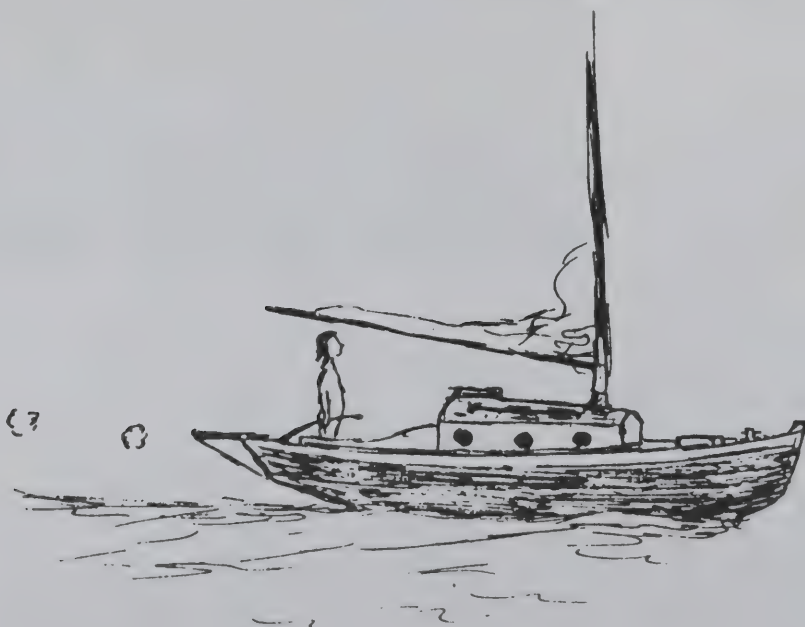
At Sodus Bay the thunder of the waves breaking over the long jetties and on the beach was a sound to make any sailor grip the tiller tightly. We wouldn't last long in that I thought with a knot in my stomach that was not seasickness. As the bottom shoaled up off the entrance, the worst waves of the trip approached from astern. Steep and far too big for my comfort level, they loomed over *Ariel's* low afterdeck and less than waterproof cockpit. Then she rose to a big one.

For a long moment she surfed down the channel, doing a credible imitation of my Lightning up on plane. That one rush carried us into the confused but manageable chop and slop within the breakwaters. The dying swells continued to shove us along but without the conviction of that one biggie. Then we were on the suddenly calm dark waters of Sodus Bay.

I looked back at the jetties white with surf and spray as the waves crashed on and over them. Limp with relief and shivering with cold I informed *Ariel* that then and there she was forgiven her lack of weatherliness and her slow speed when beating. When the chips are down and the seas were up, I learned that day that my little cruiser would get me home. When I left her on her mooring I thought she looked a mite smug, or at least had her nose up in the air a little higher than usual.

In the seasons to come I still grew impatient with her and sometimes bemoaned some perceived shortcoming or flaw. But there isn't a boat afloat anywhere that's perfect. And considering the limits of my carpentry, mechanical and boat handling skills, it's pretty hard not to admire the steadfast service of the willing little sloop as she takes me around on my explorations of Lake Ontario.

(*Ariel* is a 23' Bill Crosby designed Rudder magazine "How To" called "Osprey", built during World War II. She and I have sailed Lake Ontario since 1979. My story of our adventures is told in my book *Ariel's World*. Any readers wishing to obtain a copy or learn more of the book can contact me, Susan Peterson at P.O. Box 202, Wolcott, NY 14590.)



PLYBOATS

SOFTWARE FOR THE DESIGN OF SMALL BOATS

SOFTWARE FEATURES:

Generates Hull Curves in plan and elevation from the formulas for uniform drafting splines bent under various loads. The curves are from the formulas for uniform beams. Six curve shapes are provided and these may be combined, fore and aft, into 36 combinations. The curves are always fair and since they are derived from the formulas for bent wood they are easily attained during construction.

Displacement, Center of Buoyancy and Prismatic, Block coefficients, etc., are calculated and updated in the background. These are shown on the graphics screens along with the lines graphics as well as in tabular form.

The Longitudinal Displacement Curve is automatically plotted for comparison to the Colin Archer and Modern hull curves.

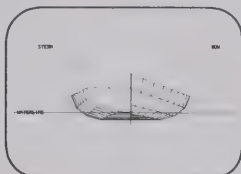
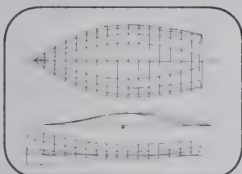
Graphics show all views, top, side, end view sections and orthographic projections. The Orthographic views are presented with vanishing points to provide better perspective. The orthographic figures are painted to appear solid and to provide an excellent feel for the hull shape. These include hidden line elimination.

The hull may be Heeled To Selected Angles and the program calculates a displacement curve. The righting moment, righting arm and a heeling force at the sheer are calculated and shown. The location of the centroids of the submerged areas are also shown.

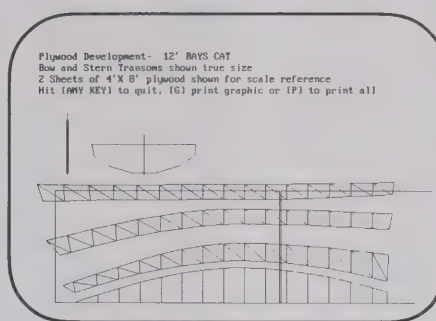
The trail or Trajectory of the Centroidal Points indicates the water flow path beneath the hull. A secondary plan view shows the shape of this curve and the shape of the heeled wetted area. The wetted area of the hull in square feet and the total surface area of the hull are also shown.

The lines dimensional offsets of the design may be entered, or may be printed in either Decimal Inches

Plywood panels are developed and the offsets are printed. The transom is presented in projected size. Bulkheads are designed for any position in the hull complete with edge bevel angles.



Layout your design in side view, top view and sections. Make changes and get instant design modification, displacement, Prismatic coefficient. Your design is heeled and righting forces are calculated and the displaced areas are shown. The shape of the wetted area is shown in plan view. A water flow path is indicated by the trail of centroids from the displacement areas.



or Feet-Inch-Eighths.

Many Sample Designs are included to use as starting points for your design. These include kayaks, canoes, prams, fishing hulls, sailboats, scows, sharpies, tugs, skiffs, etc., etc.

Your newly created designs are Easily Saved as computer data files for future reference. The program is designed to aid and facilitate construction. The Hull Plywood Is Developed (unrolled) and the dimensions given as a set of easily lofted offsets. The transoms, both bow and stern, are developed and lofting offsets provided. Bulkheads at any location in the length of the hull are dimensioned for lofting and the edge bevels calculated.

The program selectively creates four .DXF files for transfer of the design to CAD programs. These include the hull side, plan and sections view, a 3D hull file, a sailplan file and a file for the Plywood and transom

layout. The first two are used to develop cabin, rib and deck layouts. The sail plan file is used to develop and dimension sails and spars. The plywood layout is used to organize the strakes on the plywood sheets for most economical material usage.

The Sail Plan Designer allows use of 20 sail types, plus a jib. Two masts are accepted, main and mizzen. The program calculates the centers of effort of each sail and the combined center and calculates the lead of this relative to the center of lateral area of the hull.

The software automatically calculates the Prismatic, Block, Waterline Fineness and the Midship section coefficients.

The Lateral Utility does interactive lateral area calculations for location of the centerboard and the rudder areas.

The Model Scaling Utility provides a rescaling of the design to any model scale (up or down). It also allows bulkhead, plywood and .DXF file operations at model scale. Scale factors can be .01 to 10 X.

Prints out a full set of Loftable Offsets using either decimal inches or feet-inch-eighths. Full design data and coefficients are included.

All graphics can be ZOOMed for enlargement or reduction and moved right or left and up or down. This allows closeup viewing of detail.

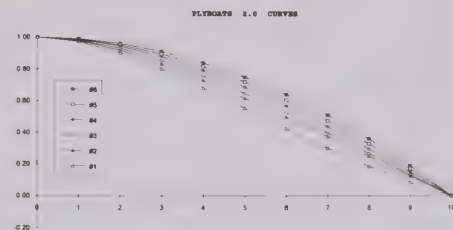
HP Laser or Ink Jet graphics printing is available in four sizes. The program also supports Epson or IBM Proprietary dot matrix printers.

A simple calculator is provided on screen.

CURVES:

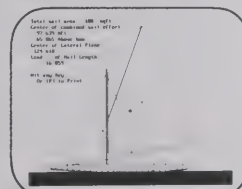
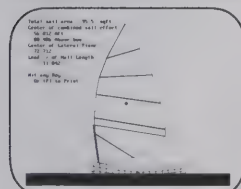
This software uses the curve shapes from draftsman's splines. Six equations for bent wooden splines are derived as bent beams and these are modified by the length and width dimensions input by the designer. The curves generated are always fair and sweet. Since these are the natural bending curves for wood, they always work properly with plywood or uniform bending materials. Unlike B-splines, they do not require complicated fairing procedures.

For example, when designing the sheer, the designer selects one of the six curves for the forward plan view and another for the stern, say #5 and #4. He enters "54". The software then uses the widths entered for the bow, stern and midsection and lays out a perfectly fair "54" curve. If the "54" is changed to "25", the new curve will immediately be shown and it will also be fair. You repeat this procedure for the sheer sweep. If you enter "66", you will immediately see the traditional radial curve appropriate for the sheer profile. This is not easy to do with a "B-spline." The six curve shapes provide variable fullness progressing from the round of the #6 to an almost straight #2. The #1 curve contains a smooth reverse curve such as that found at the bow of a canoe. Any one of these six curve shapes, when combined with the length and width variables of a given design, provide an infinity of shapes.

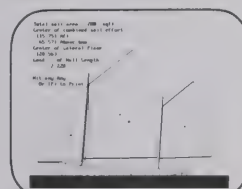
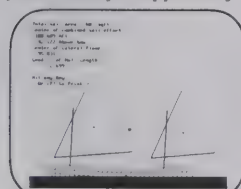


ADVANTAGES OF THIS METHOD:

1. All curves are precisely fair and do not require secondary fairing procedures. When a curve selection is changed, the new curve is fair.
2. Four variables, i.e., length, three widths and a selected curve number provide an infinity of shapes. If any of these variables are changed, the new curve will immediately be fair.
3. All curves will fit to bent wood, including reverse bends.
4. The effortless experimentation that is allowed through curve shape selection encourages the designer to explore the significance of hull curve changes. He can quickly evaluate the effect on the aesthetics of the design, the change in displacement curves, changes in righting moment, or lateral area. This procedure, is almost impossibly complex and extremely time consuming with other design software methods.



Design sail rigs using 20 different types of sail, two masts and a jib. The center of effort for each sail and the group is shown. Use two masts and a jib. A bowsprit appears, if needed.



Plyboats® 2.0 will run on any PCAT. It does not require a co-processor. The software and the 120 page manual are available for \$145.00 plus \$5.50 shipping and handling. California residents include sales tax. Send a check or money order to:

Note: Upgrades for owners of record \$40.00

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A Cruising Boat Remodel

By Tom Young

Reliant is a Cape Dory 28 and turns 20 years old this spring. In the last six years she has taken us from Lake Champlain, our home waters in Vermont, to the Exumas in the Bahamas, to all parts of the eastern coast of the U.S. and as far down east as Bar Harbor, Maine. In that time we have lived on her for over a year on what have been some of the most memorable adventures Mary Ann and I have had.

In those six years I have done some "remodeling". It has been an ongoing project. When we first took a sabbatical of seven months to travel the east coast and Bahamas, we were just two plus "Arnie" our Springer Spaniel. Now we are four with Mary Jane and Tom-Tom. (Arnie is still with us and snoring as I write this).

I've spent the last 20 years designing and building custom homes in Vermont. This, combined with a lot of custom shop work and a love for boats, put me on the track of remodeling *Reliant*. I've seen some wonderful designs that inspired me to use various ideas. I like most any type of boat design, however, like my favorite house designs, the older styles are the ones I have a passion for.

Not being a boat builder, I had to find a boat I could work with and, more importantly, one we could afford. We initially looked at slightly larger boats but after six months of chasing boats we went back to one of the first we looked at. We had the sabbatical in mind when we looked for the boat.

The Cape Dory 28 didn't seem to make sense when we began, even though I loved the way it looked. Heavy and slow, I incorrectly assumed. After looking at dozens of prospects it became more clear this was a boat we could work with. I think we became more knowledgeable about what we really needed. It was one of the more expensive 28 footers but now it appears after six years and thousands of miles that it is one of the more economical boats out there. The boat is robust and built with quality parts that are still in great shape. She appears to have lost about 10% of her resale value in six years. Repairs have been few and the need for most can be traced to my ignorance.

Too many boats had too much "space" but not enough room for the zillions of things we need while cruising; 30 footers with berths for six but room only for the clothes you have on. Most were built for speed. These "bigger" boats may not have allowed us to enjoy ourselves as we have.

I won't bore you with my bias but this heavy 28' boat is fast enough to be fun and up to everything we are, and more I suspect. Here is what we've done and why it works.

We have done very little to the cockpit because it works so well. One of the best things about *Reliant* is two lockers which run the length of the cockpit on each side. They hold our sails, extra anchors and rode, two folding bicycles and on and on. A dodger, more than any other piece of equipment, makes life so much more comfortable.



Her long cockpit is supposed to be a liability (so I've read) but most of our time is spent there. Many miles have been sailed with little ones in an inflatable pool (we do not travel light) under the awning. The pool fills most of the cockpit. The pilot does the steering, I keep watch and navigate.

We have kept the side decks uncluttered and only store there our spinnaker pole, which doubles as a whisker pole for our 120% and 85% headsails (looks odd but works). The small rear deck looks like a garage sale as we stow a lot of gear attached to the stout stern rail. A weather cloth hides it from the world. Netting keeps the crew onboard as well as items that are dropped.

We rely on a 25lb CQR on the bow and a HT12 Danforth on the stern and at least one more anchor and rode in the lockers (we lost two anchors in one storm and had a motorboat cut us onto a lee shore at midnight once. Sailboats have fouled our anchors too). At any time I can launch the CQR by removing a stopper line in a matter of seconds, because I can get there. I'm uneasy on a boat in crowded waterways without "brakes".

We keep a large sun awning we use when we are anchored for some time or as protection from rain.

Into the cabin. On the starboard side we have removed the berth. It's been replaced with a small dinette. It is not convertible to a berth. These two seats are full sized and comfortable (I'm 6' tall). They are big enough for an adult and child. This provides two spaces to relax, eat, read, color the chart with crayons etc. They are upright and large enough to support my back, something a berth usually isn't.

The table is strong enough to be a work bench. It has a high fiddle outboard that also doubles as a hand hold. It's raised height (drawing) makes it handy for everything even when standing, so it is seldom clear. This would be hard to achieve with a convertible arrangement.

Underway it serves as a navigation station. Charting tools, Loran, charts stow under the deck in two levels of cave

lockers. Its important we have a permanent nav station as I am one of the worst navigators I know and can use all the help I can get. This is not as dangerous as it sounds. The fact that I'm probably not where I think I am keeps my level of caution high.

A typical panic, mostly in our early years but still an occasion even now, would go like this. It's dark, raining and windy as we head for a channel in Biscayne Bay, Florida. We have been mostly off the coast for the last 36 hours and have had little sleep. Our sails are down and we are motoring into a new anchorage. Suddenly something doesn't look right, in a few minutes a lot of things don't look right. There may be a range but in the background is Miami and it's probably Saturday night. Close to us appears to be guiding lights to an aircraft runway.

As I am trying to find an airport in the bay on the chart, I realize I'm within a few hundred yards of a residential house. This becomes more alarming as I seem to be in a neighborhood. A glance at the depth sounder gives me its usual bad news just as it's 5 seconds too late and *Reliant* takes that all too familiar... landing. About all we could do was walk the anchor out to windward and set it.

We actually enjoyed a pretty good night. Seas were high but we were protected by the fact that we were on land most of the night. The morning found us hanging nicely off the hook in plenty of water. The Loran put me on the right chart to begin searching for where we were. A current had apparently pushed us way wide of where we thought we were (as if I don't have enough problems, the water moves). We were nowhere near our channel and were in fact in a neighborhood of sorts, they were on stilts but they were houses. I'm told that not only are they not on the chart, as of the last big hurricane they are not on the face of the earth. Navigation may not be my strong suit but I know a bad house site when I see one.

I may be blessed with dyslexia (some suspect I am) so maybe I shouldn't use a chart plotter. Mary Ann brought to my at-

tention in the Chesapeake on an early cruise that my lexan plotter was reversed. Letters and numbers still look correct to me when they are reversed. Parallel rules seem a better choice for me. As bad as I am, I love to navigate, and I'm sure I'm improving.

But, I have digressed. Back to the interior. Under the dinette seats is lots of stowage space. This holds all tools and spare parts. These spaces are bone dry so rusting is not a problem. Its nice to have the parts and tools on hand to fix a lot of things especially in the Bahamas. Other lockers exist beneath these.

Outboard of the dinette are bookshelves with cave lockers under. Forward of seats are two large dry lockers with doors. These usually hold dry foods. The top is fiddled and is one of Mary Ann's many decorating spots. She is an interior designer and has a fabric store. Our cushions? Black Watch plaid. She is responsible for most of the fun we all have (and whipping our chart plotter into the sea). When the dinette is to windward, a pillow levels and holds the navigator.

Port side works well for us. Originally a pilot berth was over a sliding lower transom berth. We needed a couch. How can a boat or anything else be a home without a couch (serious sailors are cringing)? In its couch form the backrest is back far enough to allow couch-like lounging. For a family sized couch we pull the sliding bottom out. Lots of throw pillows and 4" foam cushions (Mary Ann again) make it comfortable for two and more. By the way, lots of pillows make sense for us cruising. Wedge ourself in our berth underway and at the dinette on the low side.

Above the couch is a handy 12" wide catchall. It holds bags, jackets and what not. I designed it with our babies in mind but I didn't expect it to be as handy as a day storage area. Both Mary Jane and Tom-Tom still nap in the half berth at three and four.

Under the half berth behind the back cushions are two dry (due to fiberglassing the plywood to the interior hull) cave lockers for clothing.

For two berths we open the barrel bolts on each end of the half berth and slide the half berth inboard along wall mounted teak track to stops, and secure the barrel bolts to the bulkheads. We remove the 4" couch back cushion and place in the pilot berth, pull out the lower berth, and voila! The pilot berth has a hinged center door to ease entry. I sometimes sleep there and find it comfortable at 24" wide, but I like pilot berths.

The galley hasn't changed much. The Cape Dory 28 has an interior liner which molds in the galley but it seems to work well for a boat this size. Starboard side at counter height holds a small but deep sink with hot and cold pressure water and two Whale foot pumps for fresh and salt. The little guys hold onto the sink and walk in place on the two pumps (they help with navigation too). The pressure water was added primarily for showers. We used to heat water and use a sprayer but this was tedious. Now the diesel heats water while it charges our batteries while it pushes us at 6 knots while it burns fuel at about 2.5 hours per gallon. A connection is made at the sink for a cockpit shower.

The icebox is outboard of the sink and is about 3 cu ft. I've added insulation. A very large food locker is next to the icebox. Outboard under the deck are doors for small food lockers. Under all this is a locker which holds a garbage bag.

The port side holds the two burner stove. This is a pressurized alcohol stove. I know, I know. Who was it that said these things were lethal (currents are what scare me)? I thought I would replace it once it wore out but it seems infinitely repairable, mostly because people give me their old parts. We have used it for hundreds of hours and it hasn't failed us. If anyone has a real scary Kenyon in good shape (drop-in flush mount model 208) send it to me. Ours has been used so much we've worn the label off.

Behind the stove and over it we have nothing flammable. Under the deck are drawers and doors for cutlery and dishes. Small cabinets were built for both sides of the galley under the decks. Once I established the shape to fit, these were built at home, like any other piece that could be fitted later. A fire extinguisher is on the port side next to companionway. Underneath is a huge locker which holds everything from a lobster boiling pot to a percolator. Its large enough to hold a 20 amp charger too.

Its a small galley but bright and airy under the dodger and workable. We love to cook onboard.

For six years we have used a bulkhead mounted Force 10 cabin heater. It has burned from Vermont to Florida and of course Maine. It's fired by (hold on) propane as is a Force 10 grill in the cockpit. We keep a 10 pound tank strapped to the stern rail covered with Sunbrella so we don't cause a panic. The heater has saved many a day (we always turn it off at night). One Thanksgiving Mary Ann stuffed a 10 pound turkey in the grill. She had pots stacked two and three high on the two burner. I can still see the picture. The tiny cabin was decorated, candles burned, just the two of us in Beaufort N.C. in a snug anchorage. It was cold but we were warm and happy.

Forward is the head and hanging locker. The hanging locker is large with shelves in the back. The head has a sliding basin which in this small a space seems to work. A grate with a separate sump makes a shower possible in the event the cockpit is not a good place (like while in West Palm Beach). Lots of storage again is available for toiletries etc.

A large V-berth fills the forward cabin. It was raised high enough to give good foot room. Shelves over hold books etc, and the width allows two small gear hammocks to swing outboard for clothes. Under are two drawers and two lockers for more clothes.

The boat has wonderful ventilation. Two side ports and one overhead hatch in the V-berth, two side ports and a dorade in the head, four side ports and one overhead hatch in the main cabin. A small low power fan mounted in the anchor rode locker bulkhead forward of the V-berth has saved many a bad night. If it starts to rain and no wind is available to come through the dorade, this fan pulls enough fresh air through the rode hawse hole to keep the V-berth comfortable.

After this work was completed in the main cabin I painted. Some people I talk to are afraid to do this. *Reliant's* interior is woodgrain formica trimmed with oiled teak. Much of the work I've done is with white formica that matches the white headliner. After sanding the woodgrained formica with #220 to give it some tooth, I primed it with an enamel underbody, sanded again with finer paper and followed with two coats of eggshell finish white in a shade matching the headliner. I then sanded and varnished all the teak trim, original and any I added to new work.

The best trick I know about painting is always thin the paint no matter what the can says. It's still holding up well after three years. Matte finish formica makes a great base for paint. What a change.

Now the sails. For cruising we carry one main with two sets of reef points (200sf). It's easy to handle and reef. For headsails we carry an 85% and a 120%. We keep a 150% at home because we learned we don't need it. We carry a conventional spinnaker and use it a lot. We used to have a cruising spinnaker but didn't like it as much. This sail is wonderful off the wind in less than 10 knots or so.

Much of our sailing in the Bahamas was done with just the spinnaker up with the autopilot steering. Sailing in the Bahamas is much like sledding in New England. Trudge up the hill as far as you can stand it (motorsail, beat your brains out, to the Exumas), turn your sled around (fall off), jump on it and let it go (hoist a headsail and enjoy some of the best sailing there is).

The boat's 4' draft made it possible to enjoy much bank sailing. Mile after mile the full keel just off the sand bottom. I recall a day on the Little Bahama Bank with Mary Ann at the helm. We were on a port tack reaching at about 5 easy knots. I was plotting our position as I saw it and looking out the starboard port that conveniently is eye level when I'm sitting. There were no boats, or anything else for that matter to break up the endless shallow water.

The colors that day were indescribable. As we heeled a little more I saw a large shadow just below our rail. A porpoise was taking a break from the sun and stayed in our shade for many miles. I found this exhilarating but then I'm no stranger to running aground. It's easy to be very alone in the Bahamas.

Reliant enjoys an autopilot. We use a Navico 5500 and have been more than pleased with it. The boat sails and steers so well I confess I use it almost all the time. We don't do much overnight sailing. I don't sleep well off watch and Mary Ann only sleeps on watch (a connection?). Seriously, for us its more important to find good anchorages for sound sleep. When we have to we can move the boat 40 to 70 nautical miles in a daylight cruise depending on location and weather.

I have moved *Reliant* along large stretches of the East coast by myself, inside and out, very long days but mostly enjoyable. For me the autopilot makes this possible. The trick is to start as soon as we can. We don't do a thing except raise the anchor and get the boat moving. Once underway, we make coffee, get dressed etc.

Sometimes this means motoring with



Mary Jane at six months on Lake Champlain. Pretty Mom!

the autopilot steering. I usually do this without waking anyone. Quite often we have been moving for an hour or two before the crew starts stirring. Obviously I am keeping the watch the area warrants. I love this time by myself and put it to good use. The batteries probably need some amps anyway and a mid-day hot shower wouldn't hurt. Once everyone is up the sails can be raised.

Two years ago I was sailing alone on my way to Block Island to anchor for the evening. The sun was setting four miles off the harbor entrance. I had just the spinnaker up in about 8 to 10 knots and *Reliant* was bubbling along at about 4.5 knots, about my favorite speed. A bluefish hit the jig I'm usually trolling and although what followed wasn't graceful

Another year, with Dad in the dinghy.



with a harness on, I pulled the sock over the chute, pulled the fish in, cleaned it and laid it on the ice.

While this circus act ensued, enough spinnaker was hanging out to keep our way while the autopilot kept us headed for the inlet. As I grilled the bluefish while enjoying my first stop on Block Island, the memory became permanently planted. I thanked the autopilot (capable of doubling our miles and allowing me to fish) and *Reliant*, but mostly Mary Ann, who makes all this possible. It was a day which fell just short of perfection, due only to the absence of my family. In three days they would join me in Portland, Maine.

Our electrical system is pretty simple with two 100 amp batteries and an alternator. When we are gone long term I've carried a third battery. Left in the battery locker it loses less than 10% per month but is there if we draw our bank down too much. This system serves our needs and only becomes a problem if we are anchored for long periods.

Reliant is able to carry all of our gear, which amounts to a lot at times. She carries 24 gallons of diesel in two tanks and 55 gallons of water in two tanks. When we spent four months in the Bahamas I estimated her load at about 2,000 pounds. Added to her displacement of 9,000 pounds this was a lot of weight in a 28 footer. She seemed to carry and we felt unencumbered.

Her hull stood up to the poundings my navigation at times put us through. We became adept at kedging ourselves off. In one grounding we so skillfully rowed our keel out, winched ourselves off, and swung into position that we thought we might convince a boat nearby it was the only way we felt confident our hook was set.

A rule we had to break was electing to tow a dinghy. Try as I might there is no way a decent dinghy will fit on *Reliant*. All the cruising junk I read said towing was suicide. More than one person along the way said I was nuts (some of them gave me their alcohol stove parts). Well, we went anyway, twice to the Bahamas, once down and once up the East Coast (we had *Reliant* trucked north once and friends sailed her down another time).

We wanted a hard dinghy we could row. We have a good old fashioned New England style 8' pram. Its made of 1/4" AC fir plywood and not much else. I'm convinced the design of this boat with just enough rocker, light ends and blunt bow makes it a towable dinghy. I put a stout towing eye through the bow (just above the bottom is critical), spliced a thimble into 20' of 1/2" nylon and a shackle and seized this to the eye. I spliced an eye into our end and always keep that eye around a cleat while underway. After the sails are trimmed we lastly must trim the dinghy. It's amazing how many people don't know how to trim a dinghy.

This is a tried and true tender. The only thing it's great at is the ability to be towed under most any conditions. It is fair to good at all other requirements as a dinghy. I can't understand why this is not known. In 8' it carries a huge load, is as stable as a 9' V-bow tender and cost 20% of a cheap inflatable. It's easily built (if you don't want to buy one) and it is repairable

endlessly (just keep putting screws in it).

It's true in certain conditions it can be a liability under tow but this is rare. Once off the coast of Eleuthera in 30 to 35 knots of following wind and seas it threatened to come into the cockpit, it was scared to death. The seas were breaking but *Reliant* was raising her stern nicely. We were flying with only the 85% on the forestay.

Our only problem was broaching. I was getting tired and when my concentration lapsed a breaker would turn us to take the seas on the beam (this is when an autopilot is useless). Obviously the planing dinghy was at least annoying.

My last ditch plan for this condition is simple. This thing is expendable! Let it out far enough to be out of its projectile range. This I did and assumed I would at least have the bow transom left with which to start a new one. It was amazing, the tender had just enough water ballast that it was in this condition unsinkable. It rode down the breakers, would disappear in the troughs and fight the long tether. Occasionally I caught it out of the corner of my eye as it passed our stern, missed us again I thought.

The dinghy still serves us well, I've replaced some parts, countless oarlocks and oars. We take the kids exploring in this dinghy. They understand being on the water when they are in it. A more functional piece of equipment I can't imagine. When we catch fish at sea I clean them in the dinghy, would you do that in your Sportboat? We dunk it to clean it. When we get back to the dinghy dock, it will be there.

I don't intend to make light of this rule breaking. My goal in cruising is to avoid all adverse conditions. This is of course impossible but too much of what I've read deals with conditions which are avoidable in coastal cruising which is what 99.9% of the boats are doing. We don't cross oceans, and we don't want to. I'll skip the chapter on sea anchors, we look for a cove to anchor in. I'm more cautious now than ever, we don't need a gale to get hurt.

Our cruising has become less long haul. We realize unless we have the time, we don't try to go too far (this takes the fun out for us). Our real enjoyment is exploring by boat. Coastal towns (the east coast of the U.S. is an incredible adventure), back waters, sounds etc.

Maine is our current adventure, and what an adventure it is. For the last two years we've only scratched the surface of this cruising ground. Nowhere on the coast of the U.S. have we found such protected cruising. We moor the boat on the Sheepscott River. We are in Robinhood Cove at Robinhood Marina. This is a wonderful area with wonderful people. If it's blowing too much outside there are infinite places to sail inside.

The mouth of Penobscot Bay is a day sail for us, weather permitting. The islands everywhere are enchanting. A day exploring Pond Island in Penobscot was a day made for two and three year olds. The lobster fair in Rockland, the waterfall in Camden, the rolling over night at Matinicus Island. Reaching up Eggmoggin Reach, anchoring among the beautiful boats at *WoodenBoat*. This is Maine.

We use *Reliant* a weekend or two a month with a week's vacation thrown in during the season. The boat still seems to fit our needs. Often we arrive late on a Friday evening to a magical cove. It is oh so protected a cove that this family appreciates. Slowly the old pram takes all with gear faithfully in the direction of *Reliant*. We tie up alongside and see if old Arnie still can spring from the bow seat to the deck, he makes it and his cropped tail vibrates with pleasure to be onboard.

As gear is stowed and beds are made, talk about destinations for the weekend. The kids are happy to be on the boat. Arnie conks out under the V-berth. As Mary Ann and I get in the V-berth the kids titter away in what they call the cabin. Tom-Tom in the lower berth with a lee cloth and Mary Jane the leader of the duo in the pilot berth. After allowing a reasonable length of time for two and three year olds to gab I have to exercise my power as captain.

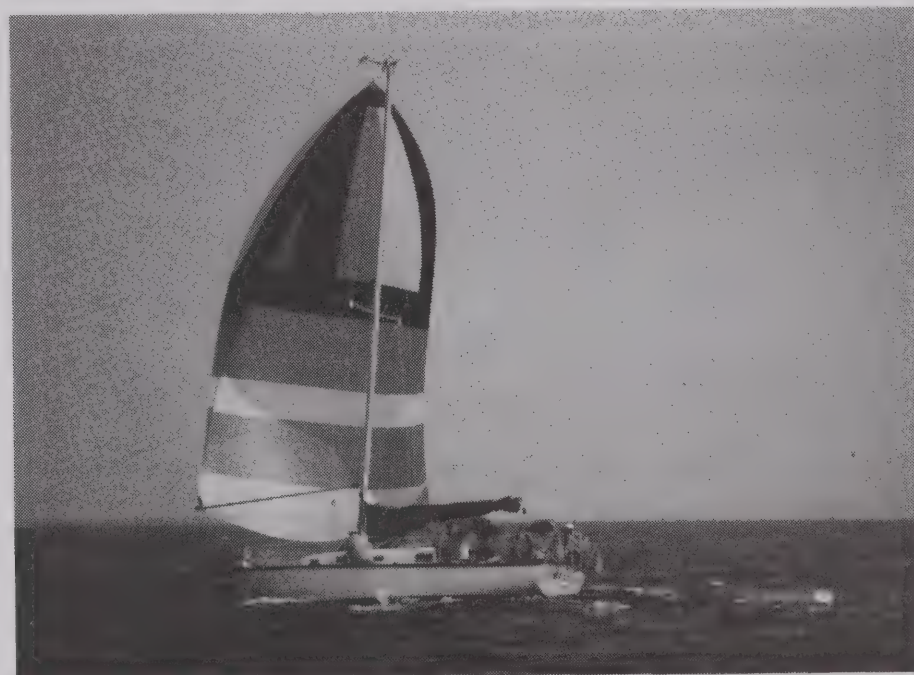

"Mary Jane and Tom-Tom its time to go to sleep," I say, to which I have heard the reply from the three year old spokeswoman:

"We were too sleeping, Daddy, and don't wake us up again!" Tom-Tom titters his congratulations to his sister as Mary Ann and I stifle our bursts of laughter. Not exactly the Waltons but I couldn't be more proud to be part of this crew.




Top: Tom Tom and Mary Jane (at two and three years) on July 4th, 1994, at home on the water in the dinghy headed for the festivities at Wiscasset, Maine.

Bottom: *Reliant* broad reaching in Florida in '92.

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Somewhere in every cruising sailor's heart there is probably a "Cape Horn", but it's not always necessary to go very far or spend very much to find it. A circumnavigation of Vancouver Island or a summer cruise from Seattle to Anchorage can provide a lifetime of adventure for most, with the challenge of sailing a small open boat up a wild and rugged coast being every bit as exciting as a major ocean crossing.

Kayakers discovered this long ago, as did the "canoe clubs" of the past century whose members travelled far afield aboard small engineless yawls and came away with tales rivalling any world cruise in far larger vessels. Closer to our time, the remarkable voyages of Frank and Margaret Dye around the British Isles and Europe aboard their 16' Wayfarer certainly attest to the feasibility of making long coastal passages in small, undecked sailboats.

Of course, the allure of passage making is not for everyone. Many may simply prefer poking around creeks and estuaries or knocking about the local harbour with the option of camping aboard the occasional weekend, or spending a couple of weeks meandering through the countryside on a quiet river traversing a network of canals and locks. Either way, a well found small craft can provide the ways and means to fulfill the dreams and aspirations of many would-be adventurers who could otherwise never afford the time or money to do it any other way.

"Alaska" was designed primarily for beach cruising and long distance voyaging under oar and sail, though it would also make a fine day sailer. Modelled on the lines of the traditional American Whitehall pulling boat, it is a versatile and sea-

18' Beach Cruiser "ALASKA"

By Donald Kurylko

worthy craft capable of carrying considerable weight of gear and stores and able to take foul weather with reasonable safety and speed. It is meant to be trailered or shipped as deck cargo to the cruising grounds, and has provision for a small outboard motor for extended range.

Historically, the working Whitehall's of the past century were renowned for their seaworthiness and speed and were adapted to many uses, most notably as water "taxis" in the great harbours of Boston and New York. As crimp boats and runners, they ranged miles offshore in search of inbound sailing ships to solicit business for local merchants and chandlers, or the infamous "boarding houses" that once lined the waterfronts. Competition was fierce and honed the performance and beauty of the type to a high degree.

At their zenith at the turn of the century, Whitehall's were probably among the most prominent watercraft of their kind in America, testament to their remarkable versatility and outstanding characteristics as a rowing and sailing boats. Sadly, the coming of the gasoline engine cut their development short at about the time of the First World War and they went into decline. However, they are now enjoying a bit of a revival as more and more people come to appreciate this old, albeit highly evolved, type.

In adapting the Whitehall form to the rigors of modern day beach cruising, "Alaska" has been stretched a little to give the stem and stern a bit more rake than the usual plumb profile of the traditional Whitehall skiff, resulting in a more rounded forefoot that makes beaching a little easier. A wide flat keel, rather than the

more common plank-on-edge type, lets the hull take the ground and remain upright without attention, rendering it virtually selftending on a mooring that dries out with the tide, an important consideration for the voyager who may elect to camp ashore or need to leave the boat unattended for long periods of time. A replaceable, sacrificial, hardwood shoe on the bottom of the keel takes care of any abrasion from rocks and shells.

A deep daggerboard and rudder have been fitted for positive control in rough seas, but can be replaced with a narrow centerboard and shallow draft rudder if much sailing is to be done in shoal waters. Either will provide adequate lateral plane, though the daggerboard will probably be more effective when sailing hard on the wind. The slot through the hull for the daggerboard can be plugged with an optional "short" board, trimmed flush with the bottom of the keel, to eliminate turbulence and drag when the deep board is not being used. The daggerboard case also encroaches a lot less upon interior space compared to a centerboard trunk. Both fit level with the top of the thwarts for comfort and convenience.

A flexible and efficient unstayed lug rig that stows all inboard when not in use provides plenty of power to keep the boat moving in the lightest airs, yet is easy to reduce when necessary. The mast steps are boxed, whaleboat fashion, and the masts are interchangeable to aid in stepping and unstepping the spars in a seaway. Modern fittings, such as sail track, adjustable fairleads and camcleats are used where possible to assist in trimming and handling the sails.

Reefing can be accomplished in the conventional manner or by simply striking one of the masts and sails entirely and carrying on with the other stepped in one of the forward positions. The reefing sequence diagram illustrates the versatility of the two masted lug and shows some of the reefing combinations possible for coping with weather.

Photo at top: *Osprey* stormbound off the lee of Harwood Island in the Strait of Georgia. A typical anchorage along this coast, clearly pointing out the need for a self-tending hull form and a reliable mooring system capable of riding out the tides safely and taking the ground repeatedly without damage.

If winds fail or schedules change, a small motor can be fitted to the transom to move Alaska along at 5 - 6 knots. The self-draining, watertight motor well was designed to accept the British Seagull 3 h.p., model 55 outboard motor with a 20" long shaft. Though somewhat archaic, this is still an excellent engine for nonplaning, displacement hulls. It is simple, reliable, easy to maintain, and can take a dunking without serious consequences, a factor to consider when cruising in out of the way places.

In spite of the large sailing rig and the optional outboard auxiliary, it is likely that oars will remain the main source of motive power on any summer cruise, winds being as fickle as they are and fuel capacity as limited as it is.

Under oars, "Alaska" can easily maintain 2 - 3 knots with one person rowing and the other steering and resting. Except for short bursts, its not worthwhile for two people to row at the same time, unless, of course, there are three in a crew. To encourage rowing as much as possible, custom oars, oar locks and oar lock sockets have been designed to maximize efficiency and minimize fatigue over long distance pulls.

Inside, the boat is laid out in the conventional manner with three rowing stations and a stern bench, but unlike most rowboats where the thwart risers follow the sweep of the sheer, Alaska's thwarts are laid out along a single, flat plane to allow for the fitting of removable longitudinal thwarts. These thwarts are temporarily fastened in place and are intended to be used only when cruising. They are hinged to open so that all loose gear can be lashed underneath them and out of the way in waterproof bags and containers, leaving a clear, open space above for tending the boat.

They also provide an enormous sleeping area, unheard of in most small beach cruisers, where the crew is usually forced to sleep underfoot on the floor boards amidst a clutter of gear and rigging. This "berth", on the other hand, will make the boat most habitable at anchor, or underway when the crew offwatch may need to rest.

A good boom tent is also an indispensable item for the beach cruiser. Camping ashore is great, but not always possible or even desirable, so a boom tent with a workable sleeping arrangement goes a long way towards making the cruiser self-sufficient and independent. To accommodate a boom tent, small deck areas with low coamings to deflect rainwater have been added fore and aft, along with an extra mast step through the after deck for the mizzen. The tent is then set up from a rope tied between the mizzen and the main masts, providing a snug and dry place out of the weather for the crew.

A secure two-point mooring system, developed from experience cruising on the Pacific Northwest coast, will assure that "Alaska" stays put at anchor, no matter what the weather may bring. It consists of a clothesline-like traveller on an endless loop that runs from shore out to an anchor, and buoyed rode that permits the boat to be hauled in or out from the beach regardless of the state of the tide, with little possibility of the rode fouling the anchor or dragging. When the ground tackle is not re-



The 17' Whitehall *Osprey*, "Alaska's" prototype. Many of the features incorporated into this new design grew out of the experience and insights gained in building and voyaging in *Osprey*.



The flotation model of "Alaska". A quick and easy way to assess the characteristics of a new design without the added time and expense of full size construction.



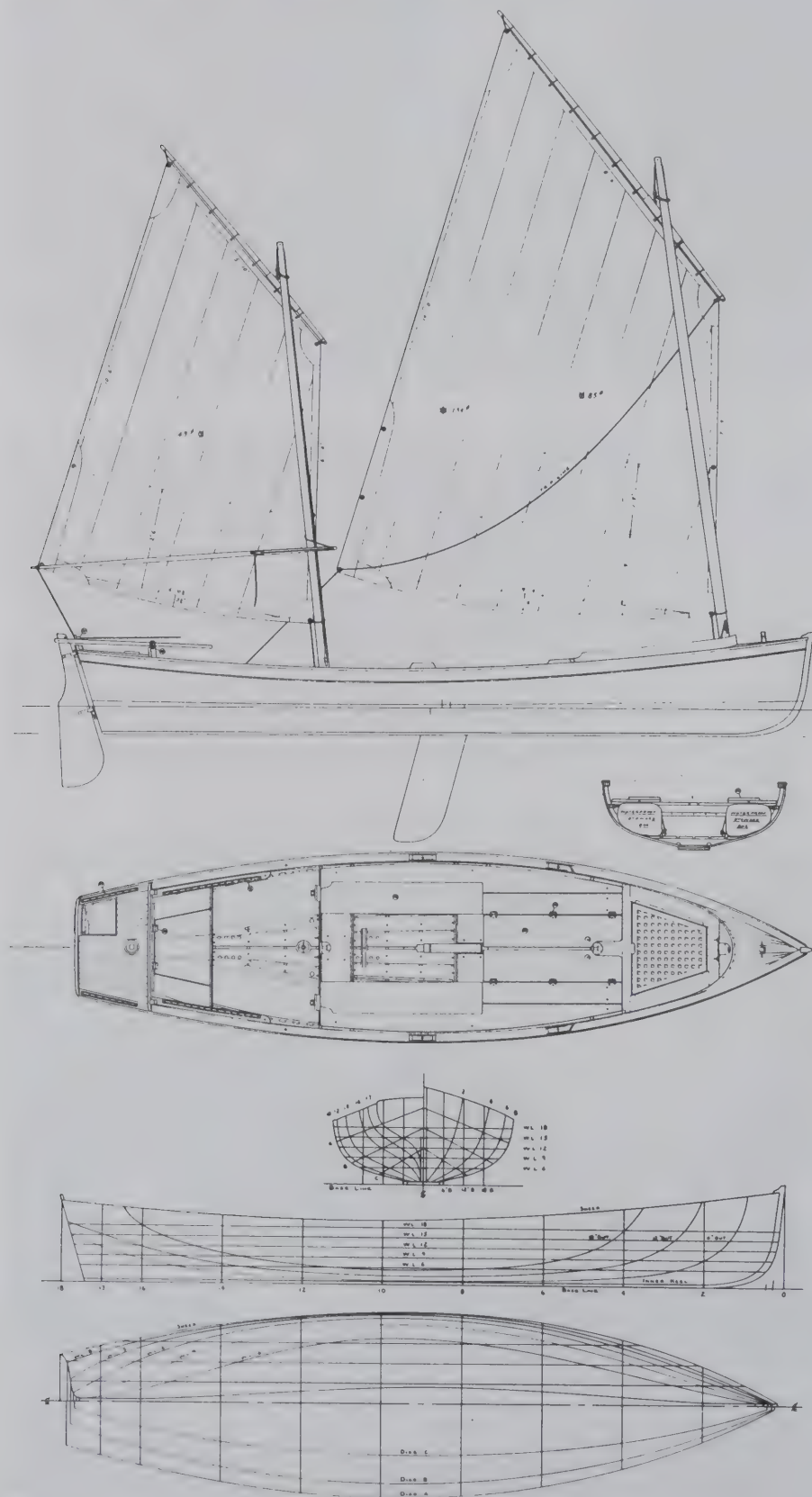
Drying out and repacking after a storm. The amount of gear that can be carried in a Whitehall of this size illustrates one of the principal advantages of using traditional pulling boats for cruising: They evolved as "carriers" and can easily handle extra weight without adversely affecting performance. Because of the uniqueness of their underwater lines, they don't necessarily become slower when burdened down, just stiffer, thereby enhancing their seakeeping qualities and sailing ability considerably.

quired, it stows neatly out of the way under the teak grate forward, with plenty of ventilation to keep things sweet.

Stout eye straps are throughbolted to the keel fore and aft, so that hoisting gear can be hooked into the boat for hauling out or lifting aboard larger vessels. A specially made up sling can be carried for this purpose when it might be possible to hitch a ride on the deck of a friendly fish-

ing boat or a small coaster heading for some distant or inaccessible cruising ground.

In a hard chance, positive flotation is taken care of by foam blocks fitted under the thwarts and in the ends of the hull. This, coupled with the extra buoyancy added by watertight stowage bags lashed inside, should virtually guarantee unsinkability.



There are plenty of tiedowns built into the structure so that everything can be well secured in case the worst happens and the boat does capsize. That way, the crew can tend to themselves and righting the boat without having to deal with loose floating gear, especially if hypothermia in cold water is a serious consideration.

Though a bucket is an effective device for bailing out a swamped boat of this size, dual bilge pumps have been fitted to take care of any water that comes aboard under normal circumstances. They are through-bolted to the thwart webs aft, within easy reach of the helm, and are operable on either tack, or from overboard if required. With a well practiced crew, "Alaska" will not be difficult to right or bail out quickly and is, for all intents and purposes, self-rescuing.

Construction is epoxy-glued strip planking over laminated frames and longitudinals and was chosen specifically for home building. This is a very forgiving construction method that is well suited to the abilities of most backyard boat-builders. It is clearly laid out in the many excellent books on boat building available today and can result in an attractive and functional craft at reasonable cost.

"Alaska" is an attempt to rekindle the adventuring spirit of the past and inspire a new generation of open boat voyagers. Based on my own experience and that of others in similar boats, I have endeavoured to design "Alaska" to meet the requirements of the modern day cruiser and builder, and to incorporate features into the boat that would make voyaging, or just plain day sailing and rowing, an enjoyable, exciting and safe experience.

SPECIFICATIONS:

LOA	18' 1"
Beam	4' 6-1/2"
Draft at max. load (wl-9)	
Board up	0' 8"
Board down	3' 3"
Displacement	
Max. load (wl-9)	1100lbs.
Light (wl-6)	425lbs.
Approx. hull weight all up	300lbs.
Sail area	
Total	134sf
Main	85sf
Mizzen	49sf

Complete building plans drawn to a scale of 1"=1'-0" include the following:

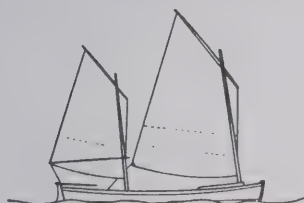
1. Sail and arrangement plan
2. Lines and offsets
3. General construction plan
4. Spar, oar and joinerwork plan
5. Custom oarlock plan (full size)
6. Text and illustrations detailing:
 - a. Sails and rigging
 - b. Reefing sequence
 - c. Oars and oarlocks
 - d. Boom tent arrangement
 - e. Anchoring system
 - f. Building schedule
 - g. Construction specifications
 - h. Misc. details

D. H. Kurylko Yacht Design, 317 Gore St., Nelson, B.C. V1L-5B8, Canada, (604) 352-2750.

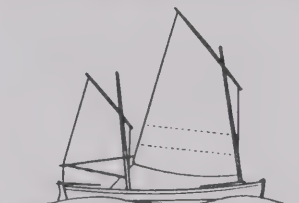
Sniffing for land after a rough passage. The problem of stowage and accommodation in a small open boat at sea needs to be addressed. Obviously, boathandling and safety can be severely impaired by clutter and loose gear, so great care must be taken to make sure everything is well stowed and lashed down before setting out. A capsized could be disastrous!



REEFING SEQUENCE FOR SUMMER SAILING CONDITIONS: BEACH CRUISER "ALASKA".



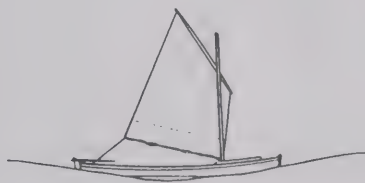
FULL SAIL 134 SQ. FT.
FORCE 1-3 WIND 1-10 KNOTS
LIGHT TO GENTLE BREEZE
SMALL WAVES



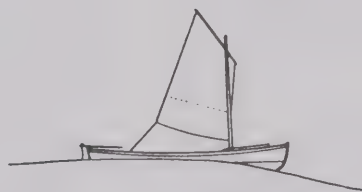
REEFED MIZZEN 118 SQ. FT.
FORCE 3-4 WIND 7-16 KNOTS
GENTLE TO MODERATE BREEZE
FREQUENT WHITE CAPS



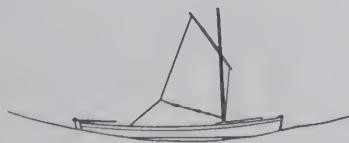
FULL MAIN 85 SQ. FT.
FORCE 4-5 WIND 11-21 KNOTS
MODERATE TO FRESH BREEZE
EXTENSIVE WHITE CAPS



REEFED MAIN 69/54 SQ. FT.
FORCE 5-6 WIND 17-27 KNOTS
FRESH TO STRONG BREEZE
EXTENSIVE WHITE CAPS/SPRAY



FULL MIZZEN 49 SQ. FT.
FORCE 5-6 WIND 17-27 KNOTS
FRESH TO STRONG BREEZE
EXTENSIVE WHITE CAPS/SPRAY



REEFED MIZZEN 33 SQ. FT.
FORCE 7+ WIND 33 KNOTS
NEAR GALE TO GALE FORCE
LARGE WAVES / SPINDRIFT



HOVE TO 49/33 SQ. FT.
UP TO FORCE 7 WIND 30 KNOTS +
NEAR GALE CONDITIONS
EXTENSIVE WHITE CAPS/LARGE WAVES

ARRANGE TRIPLINE TO RELEASE BOW
SO THAT DROGUE CAN BE TRAILED
ASTERN FOR RUNNING OFF OR RETRIEVAL



"Maloy! Maloy! Carlin to Maloy! Important! Maloy! Get off your butt and answer the phone! Important! Important! I've bought a boat! You won't believe it!"

"I'm on the way over"

"It's raining," Linda complained.

"This is Florida you know, it's supposed to," I observed, "Anyway, it won't fit in the living room."

"You don't think..."

"He's got a new boat, Linda....I'll be back."

So that, good readers, is why the four of us (I knew she couldn't stay inside) were outside late Wednesday night in the dark, cold rain crawling over Tom's new boat like fire ants over bare feet.

"8:30 a.m. and don't mind the weather," Carlin demanded. "Ron and Don will have the Mud Hen and we should be on Long Boat Key by 10 if you can drag yourself down here."

The air pump howled as though pumping its last breath into one of Tom's trailer tires as I made up the fourth sailor to join the chart study group assembled under the towering pines that are Tom's yard.

"Sail 55 on the nose south on I-275 across the Sunshine Skyway," Don dead reckoned "Then bear to starboard at Bradenton's Manatee Ave. and we'll find a ramp before the road ends."

If you put a Carlin and a Maloy in the same truck pulling a sailboat you will soon be tapping your toes or other appendages to the Irish folk music emanating from the stereo. The Mariner's trailer got into the act cutting ever widening arcs behind the truck. When the back end of the truck caught the beat it was time to evaluate the situation. After much consultation we decided to blame the Mariner's outboard. But then sailors always blame the motor, don't they Mr. E.? With the Honda riding shotgun, our speed made good increased to the desired double nickel and any Irish jigs were left to the crew.

The ramp area, consisting of sand and shells, was typical of many Florida beach communities. You park under the trees and hope you're above the high tide or at least out of the deeper puddle areas. There are no facilities, so watch where you sit. The double wide, but single use ramp is really a break in the sea wall with the fixed docks running parallel to the ramp's end. The concrete ends before you want it to.

To the unconfined merriment of the Hen people, Tom and I struggled with miles of unfamiliar lines that seemed to take great pleasure wrapping themselves around the damndest things at the most inopportune time.

Truth be known I haven't had to assemble something this complicated since that bicycle incident of the Christmas of '76. Tom had his Mariner restrung but the new lines were not run. It took more than an hour before the fiberglass tasted salt water. The Mud Hen rigs about as fast as my Sea Pearl and was long gone.

It's March on the west coast of Florida. Cool north winds beckon along the skinny water of north Sarasota Bay. The sun is direct enough to burn. There is no humidity in the 80 degree air. Tom's ten year old four cycle, 6hp "so clean you could eat off it" Honda, started on the first pull and ran quieter than my car. Maybe Mr. E. will take note!

The Adventures of the Magic Pearl

Of Mariner's, Pearlers, and Henners:

By Matt Maloy

The Honda powered away from the dock with authority while I struggled with the unfamiliar mainsail and Tom ran us gently, but firmly aground. Mainsail raised, the new genoa unfurled, (that's right, unfurled, Tom got a deal), the centerboard cleaned and the whisker pole set, we went off on a run to catch the Mud Hen.

As cruising sailors we claim not to be the least bit interested in racing, however, when it became apparent that the Mud Hen was no match for the Mariner, the temptation to blow the sails off the only other boat in sight was overwhelming. Having spent the last nine years learning cat-ketch sailing I lost sight of the little Potter in the genoa and was much relieved to find the Potter intact upon tacking. The Hen people engaged the Potter people in amicable conversation while Tom & I blasted between them like two teens in a hot rod. Youth is wasted on the young, don't you know.

"Follow us" came the challenge "and we'll see who's the better!" The Hen quickly ducked, if hens can duck, around the lee of a mangrove island and the race was on.

Pearlers sail without the inconvenience of a cabin, so it was only natural that I became concerned about the potential snow depth atop the Mariner's cabin peak. My questions about a mountain pass on the way to my bow watch only brought comments about Pearlers not having enough to do.

The water this time of year is the color of lime Jell-O and clear enough to see a variety of starfish and the like gliding by below, so when the Hen began to kick up a trail of sand I sought to inquire of the Captain as to our draft.

"We'll make it."

"Them birds be a standing," says I, wondering how those words managed to fall from my mouth.

"We'll make it"

I watched as the Hen was helped over the sandbar by a power monger wake. Realizing that large power boats are good for something after all, I directed Tom to an area that looked deeper and waited for another lift. Of course my timing was off and as we polished the center board once again, I hopped off to ease us over the bar.

The Mariner, without my weight and with help from a wake decided she wasn't aground after all and began sailing. Tom, of course could not see my attempts to gracefully leap aboard, however, judging from comments of passing boats, others were much entertained. The Mariner stands a lot farther out of the water than a Sea Pearl don't you know.

We followed the dark green hull and the tanbark sail of the Hen across the Jell-O channel and along the private docks

to appreciate a skipjack docked under the shade of tropical trees, scarcely noticing the mansion behind it as we drifted by.

Our destination lay due north which, of course was up wind along a narrow channel chock full of those wonderful, deep wake producing floating condos folks love so well around here.

"Not to worry" the Mariner said "We'll go to weather better than your Pearl." The sound of metal on sea shells and Tom's cry of "Hard-a-lee!" drowned out the rest of the Mariner's comment.

The six inch pulley on the centerboard should have given me the answer as to why Tom had chosen to pilot this portion of the trip. That hummer ain't what I'd call light. And what about those winch things, I never did figure out why I always managed to run the sheet around them backwards. Although I had plenty of practice there wasn't much time to contemplate whatever theory may be supporting their continued existence.

'Twas right fortunate the Cap't chose to abandon centerboard adjustment and opt for the Braille approach to channel navigation. The Pearler wondered aloud why tacking had to be so complicated, but then again there ain't much to tacking a Pearl in the first place.

We easily bested the gaff rigged Hen even on corrected time. It seems Henners tend to wander off like some Pearlers do when they see something interesting along the way. The docking procedure at Moore's was made simple due to the Honda's ability to brake. Reverse gear, what a concept.

Moore's was the destination of the rest of the fleet from the Boca Ciega Yacht Club sailing out of Gulfport Florida. They are a very friendly group of unassuming sailors who just like to mess about in boats, albeit in much larger craft than the Mariner, Pearl or Hen.

An unbelievably cold, tasty, beer or two were quaffed, some sea creatures munched upon and too soon it was time for the trailer-sailors to depart. The Hen was away first as they were rafted at the end of the line. The Honda pushed the Mariner into the channel and after a time the crew managed to raise a sail. Water depth was hard to judge and the sun had dropped to salt stained, eye level, tired muscles strained in protest to the 8,000 pound center board as sunburned minds wondered about the decision to have beer rather than soda.

While you can sail, pole, row or paddle these boats in very shallow water it is unwise to call upon the iron genny. Soon we found ourselves with a broken shear pin a hundred yards from shore in need of the ultimate indignity. No doubt Mr. E is still gloating about how his brother in the Hen had to rescue the shiny up-start import.

Comparisons are inevitable, I suppose, and just as likely as cruising sailors who never race. Each of us has a different definition of sailing in mind and different ideas on how to best enjoy the sport. Each of these boats are a delight to sail and seem to mirror their owner's and crew's personality.

Next time the Pearl comes along and we'll just see who can best go to weather.

Countless experts have broken their brains over the puzzle of how the ancients could pack so many people together on a boat, and still row. Even the galleys of the more recent Middle and Late Middle Ages obviously, could not be rowed the way we row, using a long stroke. With six men on an oar, all seated, the end guy would have to get up and run a yard or more to achieve such a stroke. The logical answer to this (there wasn't the room to do this) is that they didn't use a long stroke.

So what did they use? If they couldn't use a long stroke, they must have used a short stroke; as a matter of fact, examining the evidence, a very short stroke.

Unless science advances to the capability of resurrecting some of these poor blokes who slaved at those oars, we'll never know. Or will we? Is there any equivalent in our modern times that would give us a clue? I think there is and I think that the first who practices it, and the first team to practice it, will probably beat everyone hands down, until the rest catch on. It might become the atomic breakthrough in rowing (a mutant leap) the "New Age" in rowing.

In order to reconstruct my own long row to discovery, I will have to take you back half a century, to before World War II, when I was being trained in the navy. We were rowing those big, lifeboats that could seat, if my recollection is correct, 90 people. Not 90 rowers, but rowers and passengers together. There were probably 20 rowers, 10 to each side. That's a guess, but it would not be too far off, give or take a few.

We rowed modern style, long stroke. At the beginning....no, this is not Genesis...but at the beginning, one of our number broke his oar! These were heavy stiff oaken oars, the best the navy could buy (money is no problem) and they were, or looked, new, at least well maintained. No rot or such stuff.

We young rookies were at once in awe and amazed. Boy, what strength! The guy who did it was a fisherman, a professional. He was certainly big and strong. We had reserve oars; a new oar was substituted; and he broke it again! Then another crewmember, also a fisherman, broke one.

At this point the boatswain in charge announced that the next guy who broke an oar was going to jail. No more oars were broken, then or later. But, what was going on? If you have seen those oars, not those gorgeous finely made sculls we use in

Another Approach to the Ancient Art of Rowing

By Richard Carsen

sport and recreational rowing, these heavy oaken oars could not possibly be broken in the long stroke, no matter how hard you pulled, provided you did not jerk it. And that is where the secret lies.

Sure, they were strong, these men, and that contributed. During the war we had tackle rigged to lift and load the depth charges, which looked like liquid soap containers and weighed, well I don't know how much, but ordinary mortals didn't lift them. We had two fishermen on board who would lift and load them, between the two of them, by hand.

Fishermen. How do they row? Most use the long stroke. But not all. In an article that appeared, either in *Wooden Boat*, *Small Boat Journal*, or this esteemed publication, and described west coast Ireland fisherfolk using their ancient currach, it was said that they achieved three pulls (or maybe two) in one stroke of their oars. What were they doing?

I tried it out, first in my little Sabot type of craft. To get underway initially you start your stroke. This is a fixed situation. You bend forward, and at the correct moment you enter the water with some kind of initial shock, a bite I would call that, for lack of a better word. You "bite", and then you keep hauling on the oar until you have completed your stroke. But, I think, most coaches would agree that it is the bite that imparts the real power to the stroke. I think that what those Irish fishermen are doing is getting two or three bites into a stroke without lifting the oar from the water.

If you watch your body, you will find that there is a sudden play, like a cramp but it isn't a cramp, in your entire body. It's like you hit a guy. I had to do a lot of fighting in school. The split second before you hit him, your entire body tenses up; then you hit. This is very fast, of course.

You do the same thing at your initial bite. If you don't have that initial pulling together (they call that collecting in horse riding) your bite and stroke have no bite. You execute the stroke, but there is no life, no spirit no oompf, no zip, no pizzazz.

Right? Well, instead of doing this only at the beginning of the stroke, you repeat it during the stroke.

This is not jerking. I repeat: This is not jerking. It's a sudden balling up of the entire energy of your body and transferring of it to the oar. I think that this was the way rowing was done in those galleys. At the command of the drum, or whatever they used for rhythm, they did a "bite", but no stroke. There wasn't room.


In a sliding seat rig, you can get in four bites. One, I used the first one for that, you deliver with your feet. Then you follow through with three more with your arms/back assembly.

I got this open, non-racing scull flying right in front of the local rowing club. It must have looked very effective as I heard some admiring noises coming across to me over the water. I know I made the thing fly.

There is another benefit which people who do muscle training will understand. There is a moment of relaxation between bites. It's the principle your heart works on, and manages to keep going forever.

Try it. You'll be surprised. Whether you could be trained to keep this up over an entire course, I don't know. But it certainly can be used to make those final spurts a lot more effective, and "snatch victory from the jaws of defeat".

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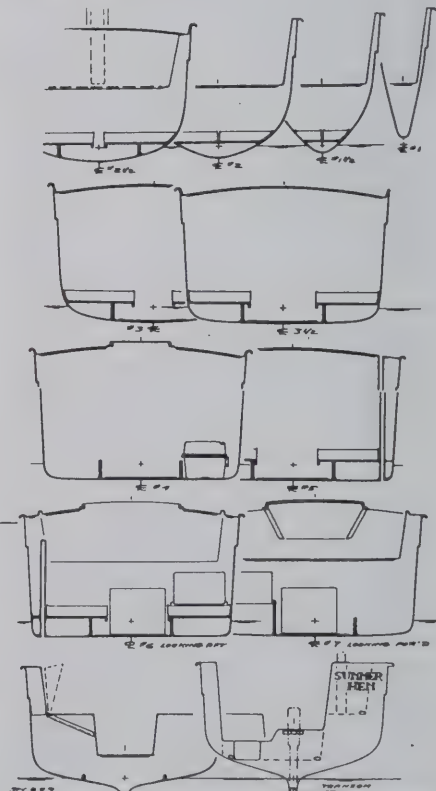
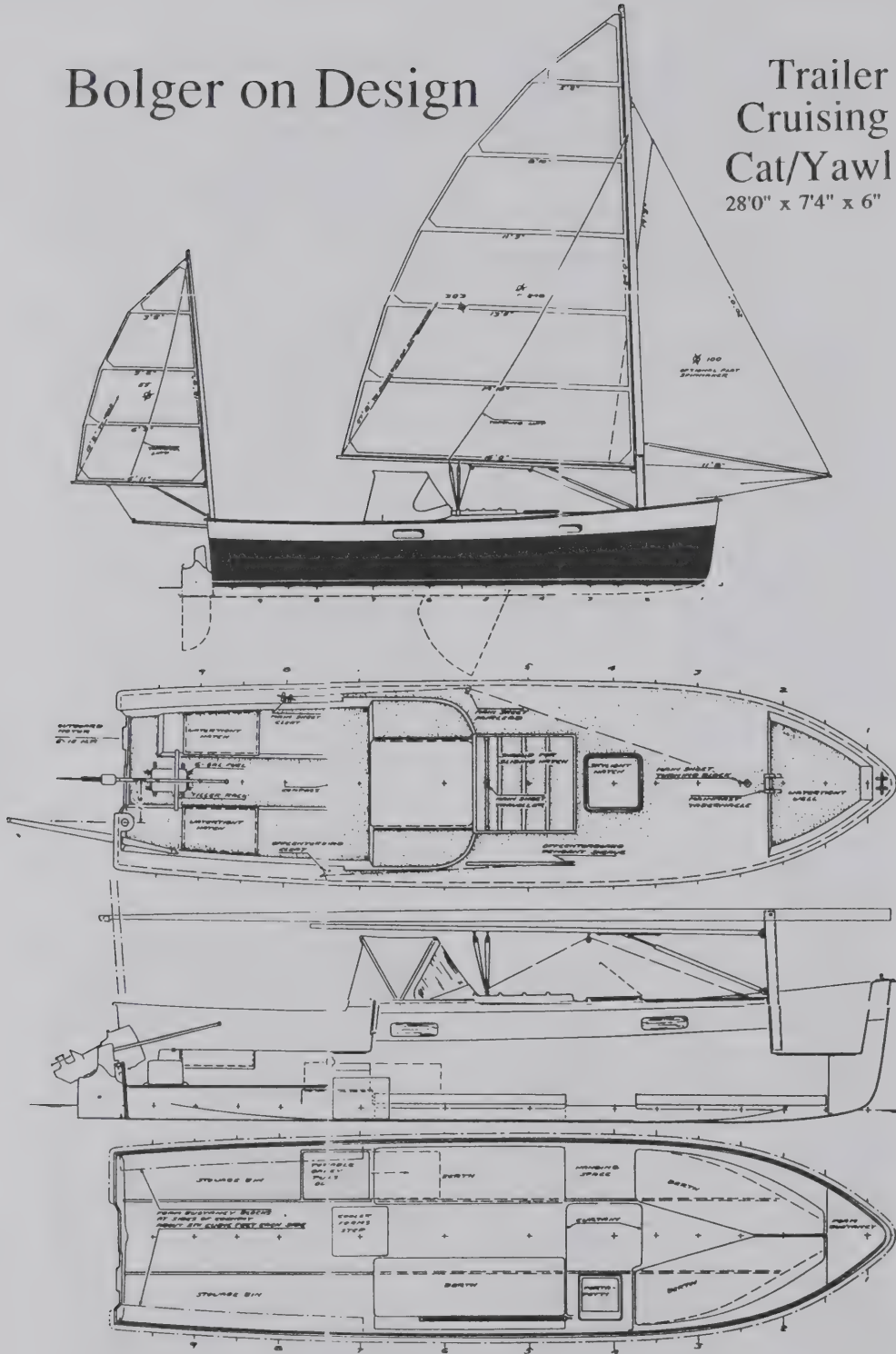
Bolger on Design

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This was to have been the prototype of a class to be called "Summer Hen" for Reuben Trane's Florida Bay Boats. It was supposed to be the biggest boat practical for ramp launching, with water ballast and the bottom kept narrow enough to go between the wheels of a standard trailer, to take the water lightly and at a low angle. She was designed with full, Thames Barge-like, ends to get as much initial stability as possible on the weight and dimensions, and kept as simple as possible inside for production economy.

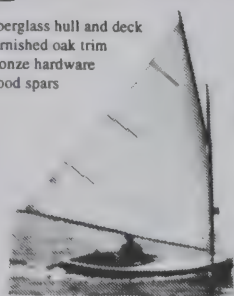
A heavy strip-built mold plug was built and it was decided to rig this for trials. It proved to be ugly and tender, the latter partly because its weight left no displacement for ballast. The impression was bad enough to discourage going on with the project. She was obviously not going to be a lovable boat. We've since had, and tested, a much better idea of how to handle the same wish list, the "Birdwatcher" type boats that get their reserve stability, and their enclosed volume, from high transparent raised decks.



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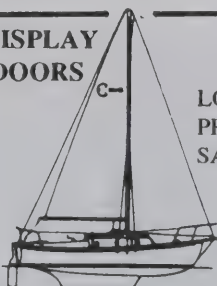
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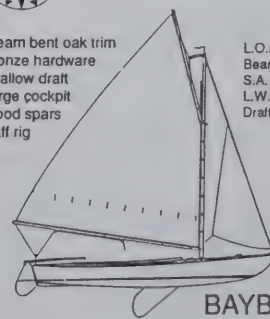
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Little is thought beforehand about the realities involved when one finds oneself physically disabled, whether it happens unexpectedly or even if it was anticipated. The most unpleasant aspect of finding that one can no longer do things in the usual manner is the boredom resulting from lack of enjoyment of the old challenges.

I experienced this while recovering from orthopedic surgery which could not be avoided and which required a six month recovery period. Stoically, I thought I could tolerate this period of inactivity, but soon I found that not being able to go to work and drive a car, because the operation involved my left leg and I drove a standard shift car, I began to realize that I had to do some serious thinking as to how I could overcome this crisis.

I had a wheelchair and a pair of crutches as my means of travel as my right leg could not tolerate any protracted period of weight bearing. I knew that I wanted to be able to travel down to the town dock and restaurant, where I could visit some of my friends, with complete self sufficiency and with minimal risk to my healing leg. The last thing I wanted to experience was the ordeal of a repeat operation.

A formidable obstacle was a rather steep but short hill which had to be negotiated. I found through experimentation on a less steep part of the hill that it was much easier to ascend the hill in a wheelchair backwards, propelling myself by pulling instead of pushing the wheels and combining the pulling with pushing with my right leg. I found that I could go amazingly fast but that I had to be careful not to hit something and dump the wheelchair over backward.

Originally I thought that if I could not ascend the steep hill with this method that I would resort to a much slower method which required chocking the wheels, and then with a line tied to the back of the wheelchair in hand walking on crutches the length of the line, stopping and reeling in the wheelchair, once again chocking the wheels and starting all over again. A slow procedure, but worth it to overcome my confinement.

Now that I had figured out how to go uphill I had to find a way of descending the hill without burning the skin off my hands dragging on the rims, which was the only means I knew of for slowing the wheelchair down. I may be daring but I was not going to zoom down any hills without checking the speed in a wheelchair. I recalled that I had some tough bicycling

I made numerous trips once I had sewn a quiver to hold my crutches attached by sewn on ties to the back of the wheel chair in a vertical, easy to reach position. I could not consider any walking and would be almost completely helpless without crutches. As I wandered around town on the sidewalks I began to use a backpack on the back of the wheelchair to hold items I bought. But there was the water out there every day beckoning me, Long Island Sound with blue sunny skies overhead. How was I to enjoy it?

I went swimming a few times, but that was too easy and the tide had to be taken into account, for which I had little patience. I experimented with swimming without using my legs and found several methods available, but the easiest was

Enabling the Disabled Crutches, A Wheelchair and Kayaking

By Gail Ferris

clamping a life jacket between my legs and swimming the breast stroke with my arms. With this technique I could swim long distances with minimal expenditure of energy. I realized I could rely on this should I have a boating emergency.

But how was I going to be able to take a boat to the water from my house a half a mile away with that steep hill to first descend, and on my return, ascend? The idea of towing some sort of kayak on a trailer behind my wheelchair seemed dangerous, but what about an inflatable boat? I owned an inflatable kayak which weighed about twenty five pounds, but the next question was, did the boat fold small enough to fit on the back of the wheelchair and was it's weight and position on the wheelchair going to ruin its stability?

After extracting my inflatable kayak from it's lair in the cellar, which was a good cool, dark, very suitable place to store a PVC boat, I found that it was small enough to just fit onto the back of my wheelchair. I needed to sew a strong bag which would hold the boat and hang on the handles in the back. I knew I was really going to carry out this experiment because not only the width but the length of the kayak folded would fit onto the back without binding on the wheels or hanging down too low.

Some simple loop handles on the bag were all that was necessary to hang the bag. The bag was made large enough not only to accommodate the kayak but also the pump and life jacket as well. The take-apart paddles fit without any problem into the quiver for holding the crutches.

I imagined that when I traveled down the sidewalk with all this paraphernalia on my wheelchair and myself in it, I must have looked like someone from an outer space TV scene in which someone says, Beam me up Scotty." Well, I was going boating regardless of circumstances.

My first excursion, and indeed it was just that, started with positioning the kayak in it's bag on the back of the wheelchair, which turned out to be a balancing act. I found that I had to hold the front of the chair down while quickly hanging the bag on the handles in the back by keeping myself upright on crutches and wedging my body against the back of the chair.

Next, while keeping my hand on the armrest to keep the chair from falling over backward (they do pivot nicely on those wheels) I had to get seated quickly, leaning forward using my body weight just in time to counterbalance the weight of the boat so that the front wheels would be on the ground, not only to stabilize the chair, but also to steer. Just a little bit of juggling while on crutches.

I proceeded out of my yard rather awkwardly tilted forward and armed with my trusty bicycling gloves, and down the steep hill without any problems and then headed for the next less steep stretch. Suddenly the wheels started binding on the

boat and the chair started squeezing me. Progress halted as I put on the mechanical brakes and got out to inspect the strange situation.

Nothing feels funnier than the sensation of a collapsible wheelchair folding up on you when you are going downhill. The whole problem was caused by the weight of the boat on the back pulling not just downward but laterally on the handles in the back. The chair has a folding scissors structure which is normally closed by being pushed together so it then can be easily be transported. The bag had done this for me. I reopened the chair and once again initiated my long awaited trip to the town beach. The chair stayed open for the rest of the trip after I tied it open with some strong cord.

At the beach all progress in the wheelchair ceased as the wheels sank deeply in the sand. I parked it and retrieved my crutches, which I knew would keep me upright no matter how deeply they dug into the sand. Removing the bag from the back I tied a line about twenty feet long to it and walked to it's end, stopped and pulled the bag (made of slippery nylon) with the boat inside to me.

I repeated this operation until I got to a comfortable place to take out, unfold and inflate the three chambers of the kayak. Inflating the kayak was a slow procedure but the sacrifice was worth the escape from the monotony. Once the kayak, thirteen feet long with three chambers and a separate seat, was inflated, I dragged it into the water just to the point at which it could float and I could still support myself on crutches.

At this point I put my hands on the gunwales, supporting myself on one leg while relying on my hands for balance, and put the crutches on the floor of the kayak, positioned the seat over them, and proceeded to more or less roll into the cockpit. The muscles in my non-functioning leg were not able to contract enough to elevate the leg or bend at the knee so this made getting into the kayak quite challenging.

Then I put on my life jacket and pushed off once again on the water, once again at last able to enjoy the wonderful element water with it's marshes and waves. I was free from the problems of travel on land.

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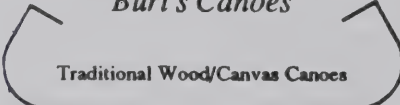


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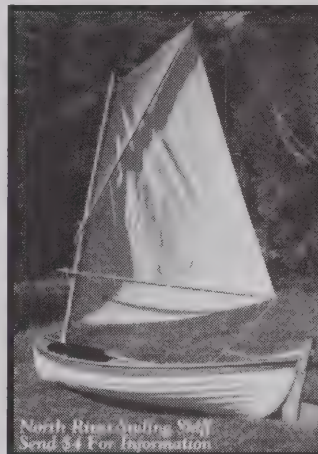


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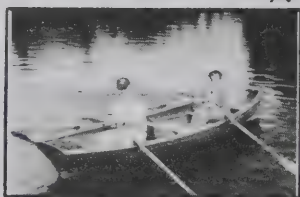
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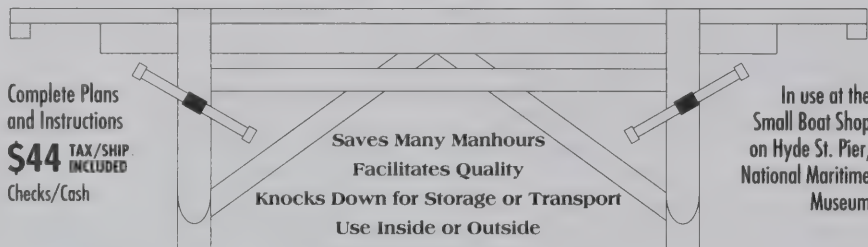
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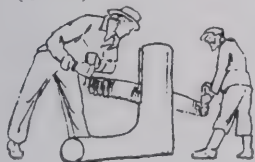
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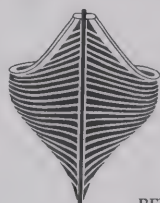
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17' Dirigo Sea Kayak, w/spray skirt and 8' Werner San Juan paddle, \$1,100. **VCP Selkie Expedition Model**, w/skeg, Henderson deck pump, spray skirt, and Lendall Powermaster paddle. \$1,100. **WILSON HUGHES**, Amherst, NH, (603) 673-1460. (6)

18.5' Cape Cod Catboat, owner blt, seaworthy, nds some work to restore CB trunk & refinish mast. Boat, trlr, 6hp OB, anchors, Dauphinee blocks. \$1,500 lot or BO. Send SASE. **BILL O'SULLIVAN**, 931 Lawrence Dr., Emmaus, PA 18049, (610) 965-2341. (6)

Beautiful 20' Fantail Steamboat Launch, Exc cond, FG hull, hand-pegged oak deck & int, surrey top, 20sf boiler, single cyl Stevenson Link engine. Award winning. On trlr ready to steam. \$13,500. **DEAN ALLEN**, Milford, CT, (203) 795-0305 or (203) 877-0301. (6)

10' Yacht Tender, FG, 4' beam. Green w/white trim. Blt by Northeast, Sebago, ME. CB slot for conversion to sailing dinghy. \$400. Looks salty. **BOB MONK**, Burlington, MA, (617) 272-9658. (6)

'31 17' Old Town Model HW CS, #107880. '94 restoration to original by Al Bratton/Woodstrip Watercraft. Asking \$1,500. **PETE SCHANTZ** 1840 Bauman Rd., Quakertown, PA 18951, (215) 536-5407. (6)

18.5' FG Cruising Sailboat, w/3 keels, 1 nds repair. Anodized alum mast, roller reefing, sails in gd cond, much other equipment. On almost new trlr. Dinghy available. \$2,500. **DOUG BUCHANEN**, Andover, MA, (508) 474-0332. (6)

Saroca, new sail-row-paddle, compl w/spoon blades, sail rig, paddles & fore & aft covers. Now \$2,395. **FERNALD'S**, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (6)

Cape Dory 19, '74, OB. \$3,000 OBO. **TOM MC GRATH**, Lynn, MA, (617) 595-3660. (6)

10' Herreshoff Pram, cedar on oak, mahogany transoms & thwarts, copper & bronze fastened. Tows & rows well. **9'3" Lawley Tender**, cedar on oak, mahogany transom, thwarts & sheer strake. Copper & bronze fastened. Tows & rows well. \$1,400 OBO. **GEORGE OVERBAUGH**, 69 S. Stonybrook Dr., Marlborough, CT 06447, (203) 295-0693. (6)

12' Old Town Sportboat, '54, cedar & canvas. Just restored, 4' beam, w/'63 6hp Evinrude. \$3,000. **BROOKS ROBBINS**, Hingham, MA, (617) 749-1312. (6)

23' McIntosh Sloop, gaff rigged, Bud McIntosh blt '63. Cedar on oak, shoal draft V-bottom CB. Slps 2, big cockpit. '86 8hp Evinrude, 18lb plow anchor, gd sails, many extras. Exc cond. \$4,000 OBO. **VINCE TODD, JR.**, Durham, NH, (603) 659-6528. (6)

24' Noank Lobster Boat, blt Eldridge yard '56 (see *Wooden Boat* #59). Cedar over oak, 40hp Westerbeke. Vy tight solid, well maintained little cruiser \$6,500. **KARL BERARDI**, Bedford, NH, (603) 668-4445. (6)

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16' FG Sloop, self tending jib, Rhodes 19 sail, w/engine on mount. Asking \$1,800.

RICH GOLDSTEIN, S. Dartmouth, MA, (508) 636-8454. (6)

Dovekie, Hull #23, on trlr. Engine mount detachable, remainder original. \$4,000.

DICK ZAHN, 320 Edison Ave., Pitman, NJ 08071, (609) 589-2407. (6)

Antique Canoe, mfg by E.M. White Co., Old Town, ME, '28. Rare 18'4" Guide model. Not mint but restored to really gd cond w/newly caned seats, new varnish & urethane painted exterior. \$1,250.

J. ANTHONY, Wakefield, RI, (401) 783-2199 aft 7pm. (6)

'89 Sea Pearl MS 16 Catboat, FG & teak, full tent, Merc 15hp, 10' oars, 3 modes switchable on water, trlr. \$3,825. **'84 Spindrift 22 Sloop**, (cover story *SBJ* #37), 4 sails, VHF, sounder, compass, keel/CB, 8hp Sailmaster, trlr. Vy clean. \$5,525.

JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (6)

15' "Cheemaun" Canoe, wood/canvas, Thurlow designed. Mahogany decks, seats, thwarts & outwales. Brand new. \$1,500.

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10' Walden Paddler, w/spray skirt, paddle. \$325. **12' Walden Vision**, new, green deck, white hull, w/airbags. \$600.

RON GULISH, Portsmouth, NH, (603) 431-3067. (6)

Alcott Sunfish, in gd shape, old sailor too old to fool around in wet boat.

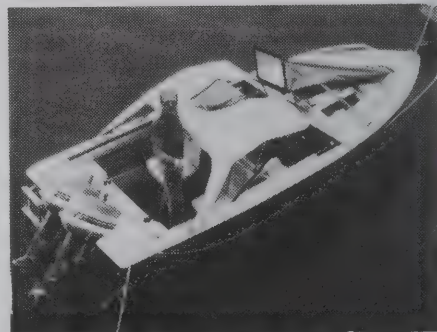
LLOYD GRIMES, Holliston, MA, (508) 429-4406. (6)

16' Whip Rowing Boat, Newport RI blt. Flat bottom, 3 caned seats. Never in water. Asking \$1,000.

LEE THOMAS, Rockport, ME, (207) 785-2220. (6P)

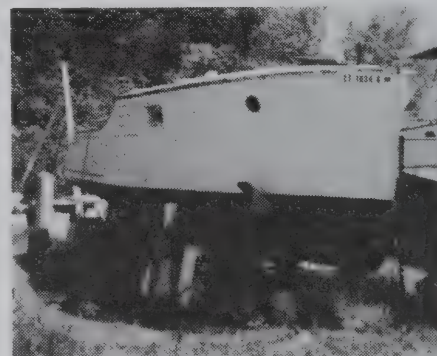


18' Simmons Sea Skiff, just blt. Marine ply & red oak, FG bottom & garboard strake, 6 coats Interlux paint, Teleflex steering system, fire ext, horn, etc. '90 25hp Merc OB, electr start, low hrs, new remote contr cables. New fully galv "Yach Club" trlr. See ad for plans under "Designs-Plans". \$8,000. **JERRY ENOT**, 286 Dover Pt. Rd., Dover, NH 03820-4666, (603) 749-4100. (6)



16' Sunbird, twin 25 Evinrudes, 10gal fresh water tank, full canvas, side curtains & screens. Ideal camp/ Maine Island Trail cruiser for 2. Sumlog, lg compass, galv trlr, mooring/trlr cover, all "as new". \$2,500 or trade for same size sailboat: Precision 15, Galilee 15, Montgomery 15, etc.

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26' Folkboat, Vaga, rebuilt '82-'86, FG over lapstrake, new keel bolts, deadwood, floors, rudder, all new interior, five sails. Teak decks. FG cabin roof, new coamings & cabin sides, galley, head, VHF radio, Loran, Autohelm, Honda 7.5hp. First in class & 3rd overall in '93 *Wooden Boat* Regatta. This classic sloop was blt in Sweden in '47, loves heavy weather, great sailing boat. Bob Hicks reported "a monument to a painstaking restoration effort." Priced to sell @ \$13,900.

TED DAVIS, 21 Meryl St., Medway, MA 02053, (508) 533-7910. (6)

Beetle Cat, exc cond, new trlr, mooring, motor, lifevests, etc. \$3,750.

E. MOTCHOK, W. Harwich, MA, (508) 432-3056. (6P)



15' Wooden Lapstrake Skiff, sprit catboat, cedar on oak, bronze & copper fastened, spruce spars, tanbark, CB, 2 row stations. By Greg Jaris. All exc. Trlr. \$2,500. JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (6)



Norska 16 Sloop, dbl end, sprit main, OB well, oars, dagger, tanbark, FG, mahogany & spruce, trlr. All exc. \$1,300. JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (6)



New 10' Chaisson Tender, wooden, 4' beam. oak frames, stem & cleats. Mahogany transom, sheer boards & seats. Bottom & garboards fiberglassed. Must be seen. GALVIN'S BOAT SHOP, 3 Westford St., Saugus, MA 01906, (617) 231-5490, (617) 233-6214. (6)

Quaint 24' Double-Ended Schooner, gaff rigged, draft 4'. Cabin slps 2. Custom boom tent over ample cockpit doubles space under cover. FG full. Takes up to 6hp on OB mount. Near new fore & main sails, gd jib, old forstaysail. Comfortable in 25kts on Chesapeake. Weatherly & fast for gaff rig. Single hands easily. \$3,000. GODFREY GAULD, 1506 Pine Bluff Way, Arnold, MD 21012, (410) 974-0736. (7)

9-1/2' Martha's Tender Rowboat, Joel White design. Used 1 wk in fresh water. Mahogany ply w/ WEST System. White w/bright interior, fancy trim. \$750. **11-1/2' Shellback Sailing Dinghy**, Joel White design. In storage, sailed once. As seen in *Wooden Boat* '93. Constructed w/WEST System. White exterior w/ teal interior, trimmed w/oak & mahogany. Too nice for a dock dinghy. \$1,500. LARRY DOW, Eliot, ME, (207) 439-8488. (7)

12' Wooden Boat, flat bottom, 48" beam. Oak framed, exc cond. A great buy @ \$250. DAVID LINCOLN, Munith, MI, (517) 596-2482. (7)

Vinta Three-70 Windsurfer, when I bought it they told me it was a beginner board. Exc cond, all necessary parts. \$325. **Free Luger Southwind 21**, the cost of the accessories & sails which come with this boat are worth more than the \$2,500 I am now asking for it. I've chosen next boat but my wife will leave me if you don't buy the Luger before I acquire that next one. In water nr Newburgh, NY ready to demo & be trailered away by next owner. MIKE TIMM, 7 Volino Dr., Poughkeepsie, NY 12603, (914) 462-5444. (7)

Appledore Pod, w/Oarmaster, Martin 9'9" oars, wheeled cart. Hull damaged in storm & repaired, in gd cond. \$550. ED BRADEN, Melbourne Beach, FL, (407) 727-0770. (7)

Rhodes 19, compl but nds some restoration. \$450. **Sunfish**, w/fitted trlr & beach dolly. \$400. GARRY OSBORNE, Stamford, CT, (203) 322-2352. (7)

12' Geodesic Whitehall, classic Platt Monfort design. Daggerboard case blt in for sailing conversion but will nd mast, sail & rudder. Or bring oars and row this featherweight away. Almost new. \$400. RICK BEDARD, Greenfield, CA, (408) 674-3505. (7)

Phantom Sailing Surfboard, like Sunfish only better looking & faster. W/ trlr. \$650. MARSHALL KATZ, Alexandria, VA, (703) 941-4310. (7)

6-1/2' Pollywog Nesting Dinghy, by Todd Enterprises. Polypropylene, rounded bow & chines, CG approved. Athwartships joint, fast assembly. \$295/BO. BILL MURPHY, Kingston, NH, (603) 642-7489. (7)

17' Vagabond Double Kayak, by Phoenix Products. Red, like new cond. New cost \$1,500, sell for \$895 OBO. Located nr Portland, ME. DON MAHARAM, Hauppauge, NY, (516) 883-7180 (home), (516) 582-3434 (office). (7)

Klepper Aerius II, 2-man folding kayak, 17'. Sail rig (main & jib), skirt, 2 paddles, repair kit. \$695. W. MURPHY, 60 Green Rd., Kingston, NH 03848, (603) 642-7489. (7)

14' Daysailer Trimaran, stable, fast. Beam 12' (6' folded), sail area 120sf. Carries 1-4 persons. W/trlr. \$800. KEN CURRIE, Ft. Wayne, IN, (219) 485-8571. (7)

'87 Sea Pearl 21, w/trlr, tanbark sails, 2nd set yellow sails, oars, motor mount, convertible cabin, ballast tanks, leeboards, anchor, many extras. Dk blue, gd cond. \$4,500 or reasonable offer. ROGER HEIDER, 3423 Barstow Ave. S., Toledo, OH 43623, (419) 474-1593. (7)

16' Sylvain Prospector Canoe, Canadian blt '92, wood/canvas, red. Like new. \$1,195. **12' Old Town Pack Canoe**, '91, Oltonan/Royalex, 33lbs. Paddles, canoe seat & backrest. 400lb cap, new cond. \$475. RICHARD KNIGHT, 2600 Chapel Dr. E., Saginaw, MI 48603, (517) 792-5245. (7)

Marshall 15 Catboat, open model, mast hinge. Never in salt water. **Laser**, late model. **Wenonah Advantage Solo Canoe**. All in vg to exc cond. Best reasonable offers. PAUL BERNARD, New Fairfield, CT, (203) 746-6302. (7)

Boston Whaler Harpoon, 4.2 m, '81 in exc cond. Compl w/Holsclaw galv trlr, North sails (main & jib), all hi perf Harken hrdwre, woodwork compl redone, self-bailing lg open cockpit, hiking straps. A truly hi perf yet unsinkable fun boat. Asking \$1,995 or reasonable offer. JOEL DAVIS, 72 Middle St., Hallowell, ME 04347, (207) 623-3163 (H), (207) 622-9009 (W), E. Mail: JDavisCFP@AOL, or jdavis@maine.maine.edu. (7)

Achilles Rubber Dinghy, compl w/oars, case & pump. \$300. FERNALD'S MARINE, Rt. 1A, Newbury, MA 01951. (7)

12'6" Walden Vision, grm/wht, new \$500. Optional air bags \$30 ea. **9'2" Keowee Kayak**, yellow. \$250. RON GULISH, 144 Echo Ave., Portsmouth, NH 03801, (603) 431-3067. (7)

16' Old Town Sailing Canoe, restored '93. Burgundy w/red sail. Approx \$1,600 value. Sell outright or consider trade w/cash diff from me to you or vice versa. Interested in Swampscott dory, catboat, ltwt ocean kayak or similar. MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (7)

Swan 26' Knockabout Sloop, daysailer blt for Annapolis '40. Cedar on oak, beautiful 38' mast, new keel, deadwood. \$3,000. Hull only \$1,000. DAVID KELLAND, Lexington, MA, (617) 861-8981. (7)

Classic 12' Penn Yan, ultralight, S.N. WXH 495632. Gd cond. \$900. **16' Comet #4063**, FG, alum spars, gd cond, w/trlr. \$1,200. JACK GEMMELL, Keene, NH, (603) 352-4070. (7P)

26' Bristol Aux Sloop, gd cond, new Sunbrella cushions, carpet, reworked 6hp Johnson. Asking \$6,000. JERRY STELMOK, Atkinson, ME, (207) 564-7612, (207) 564-0819 eves. (7P)

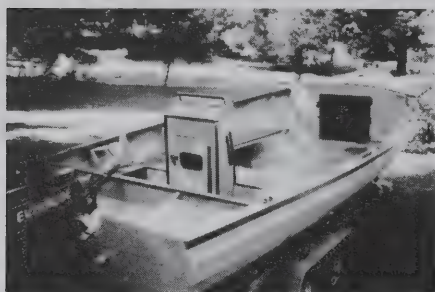


Tremolino Trimaran, 22'10", gd cond. Uses Hobie 16 rig, incl furling jib, 2.7 Cruise N' Carry, trlr. \$2,500. BOB CHAMBERLAND, Suttons Bay, MI, (616) 271-4231. (7)



22' Americat Catboat, FG, designed by Sweisguth, blt by Benedict '71. 1 season on new sail & upper head overhaul on 10hp Westerbeke diesel. Full hdrm @ galley & enclosed head. Slps 4 in cabin. Cabin hung stove, galley sea swing stove & all usual cruising amenities & equipment. VHF radio, depth sounder & knotmeter. Fast & seaworthy boat rigged for comfortable coastal cruising. Asking \$20,000. FRED WALES, Manchester, MA, (508) 526-7396. (7)

19' Cape Dory Typhoon, '73, Hull #403. Designed by Carl Alberg. Weekend model sleeping 4. Gd cond, well equipped w/3 sails, toilet, rblt 7.5hp Mercury, cradle, dinghy. Located coastal ME. A coat of bottom paint & you're sailing! \$4,750 OBO.
R.G. WRIGHT, ME, (207) 666-3091. (7)



20' Lowell Sea Skiff, '73. Much recent professional work incl new seats & lockers. '73 Cox dble axle trlr w/new tires & rims, lights, bearings. Hull & trlr, \$4,800 OBO. Hull, trlr & '93 Evinrude 40hp tiller OB, \$6,900.
GENE HICKEY, Glastonbury, CT, (203) 633-8157. (7)

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Alden Double Ocean Shell, used.
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Wood Cartopper, w/these requirements: Carry 2 adults, 1 child, primarily powered w/antique OB, secondary use for rowing. Structurally sound, cosmetics not important (perfectionism kills). Trade nearly new 8' Zodiac w/carrying bag, foot pump, collapsible wood oars, w/optional motor mnt.
BILL BRUCE, 633 S. 14th Ave., Lebanon, PA 17042, (717) 273-1181. (7)

9' Dyer Dhow, sailing version.
DAVID SOLTESZ, 5N3 Arbor Green, 2785 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (7)

Penguin.
C. BRAYTON, 3 Haven St., Boston, MA 02118. (7)

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Garrition Sails, never used, gd sizes for small boats. Jib: Luff 9'5", leach 9'10", foot 3'10". Main: Luff 14'2", leach 15'5", foot 4'4".
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Free Lightning Mast, compl w/fittings, halyard, turnbuckles, shrouds, boom w/fittings, main sheet, 2 suits of sails. Old but useable.
KARLARBOGAST, Dallas, PA, (717) 675-4820. (6)

Fast Traditional Sails, 1st, 2nd boats, Fleet A, Wooden Boat regatta wore DABBLER SAILS. Lug, gunter, sprit, gaff, etc., in white, tanbark or "Egyptian" dacron.
DABBLER SAILS, P.O. Box 235, Wicomico Church, VA, 22579, (804) 580-8723. (6P)

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Stainless Steel Tank, 14 gauge, for fuel or water. 60 gal, 66"l x 12"d x 18"h. Has three 3-1/4" diam access ports. Perf cond. \$350 OBO.
PETER WATTERS, Cambridge, MA, (617) 492-0483. (6)

Perkins Diesel, 20hp 3 cyl w/Hurth gear & panel. Brand new in crate. \$5,195.
JAY FOLEY, Worcester, MA, (508) 791-3933. (6)

Palmer M60 Engine, 4cyl w/reduction gear. For parts. \$50.
R.K. WILMES, 120 Warner Rd., E. Haddam, CT 06423, (203) 873-1051. (6)

Radial Arm Saw, 9" Delta Rockwell in exc cond. Vy little use. \$200.
JOE ROGERS, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206 eves. (6)

Canoe Cover, fitted for 16' Old Town. New cond. \$95.
FERNALD'S CANOES, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (6)

'76 Johnson OB, 5.5hp w/4gal remote tank. Ran when winterized & stored in '72 by orig owner. Beautiful dark metallic copper paint, decals like new, orig owner's manual incl. Asking \$200 plus shipping. **OB Motor Stand**, early '50's Johnson roll-around for small motors to 7.5hp. Light metallic green w/white wheels. \$25 plus UPS.
JIM CLARK, Oxford, OH, (513) 523-6515 eves. (6)

Old Mercury OB Motor Oil Cans, 12 oz, gold & white "New Quicksilver 50" ('72 vintage). Nice for display. \$10 ea. **Motors**: Champion, Elgin, Evinrude, Firestone, Gale Div., Johnson, Mercury, Neptune, Wizard. Some run, some don't. Various cond & prices, '40's-early '60's. Generally \$60 to \$125. Please write if you need a particular kind or one to trade or sell.
BILL BRUCE, 633 S. 14th Ave., Lebanon, PA 170542, (717) 273-1181. (7)

Mileage Measuring Instruments, 2 miles/gal. 1/10th gal tank fits in fuel line, lightsed light when that quantity is used up. Manual explains simple math to then calculate mpg based on odometer or timepiece. Use w/car or boat. Bth \$50 + \$5 mailing. Use 1, save other for spares. SASE for more description.
BOB WHITTIER, Box T, Duxbury, MA 02331. (7)

Chrysler Long Shaft OB, older vy fine 12hp electr start. Trade for 8 or 9.9hp short shaft.
MIKE TIMM, 7 Volino Dr., Poughkeepsie, NY 12603, (914) 462-5444. (7)

Free Building Form, for "Charlotte" 12' solo canoe designed by Tom Hill & described in his book *Ultralight Boat Building*. Mine is almost finished, start yours today. In NJ, come get it.
PETE GRAY, Morris Plains, NJ, (201) 540-1672. (7)

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Ultralight Boatbuilding, Thomas Hill. \$17. As new cond. Add \$3 for shipping per book or buy both for FREE shipping.
R.H. REIBEL, 99 Mt. Airy Rd., Croton-on-Hudson, NY 10520, (914) 271-8940. (6)

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R.K. WILMES, 120 Warner Rd., E. Haddam, CT 06423, (203) 873-1051. (6)

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DON REINSFELDER, 272 Ridge Tr. Dr., Chesterfield, MO 63017, (314) 434-3520 collect. (6)

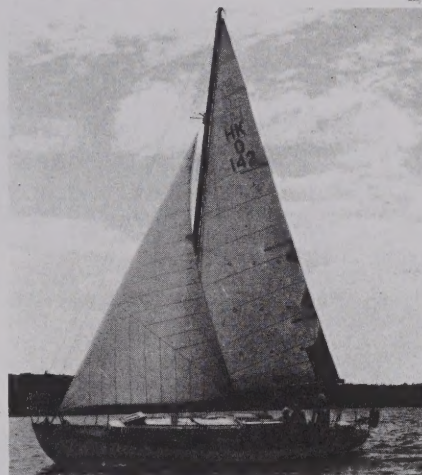
Racine Boat Co. Catalogs.

TOM, Lost Canoe Works, Racine, WI, (414) 634-1272. (6)

Wolverine Runabout Literature, or information.

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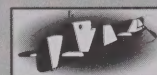
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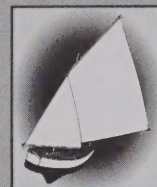
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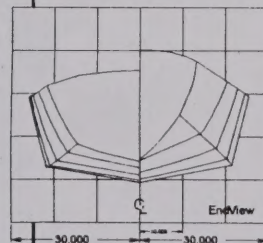
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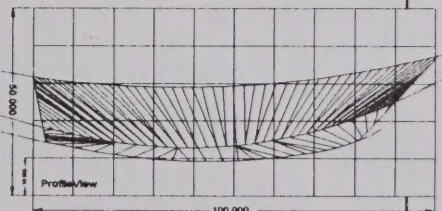
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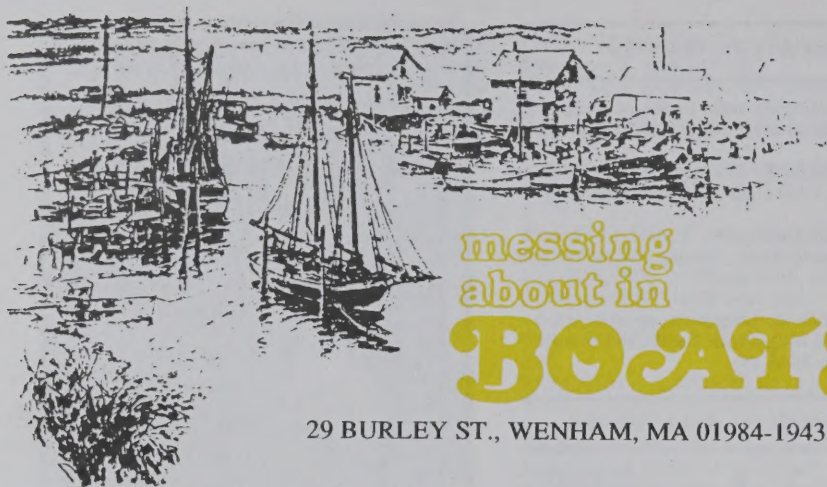
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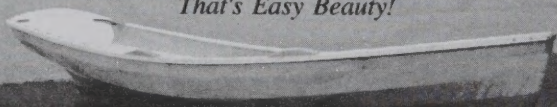
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